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THE "BATTLE FOR THE STEPS"—FOUGHT WITH ROTTEN EGGS, YELLOW OCHRE, AND PRUSSIAN BLUE:
AFTER MR. LLOYD GEORGE'S ELECTION AS LORD RECTOR OF EDINBURGH UNIVERSITY.

The election of a new Lord Rector of Edinburgh University took place on October 30. Mr. Lloyd George obtained 1764 votes against 509 for Professor Gilbert Murray—a majority of 1255. After the result was announced the students

celebrated the occasion, in the traditional manner, by a "battle" for the possession of the steps in the quadrangle. Such missiles as rotten eggs, Prussian blue, and yellow ochre were used with devastating effect.

PHOTOGRAPH BY JAN SMITH.



By G. K. CHESTERTON.

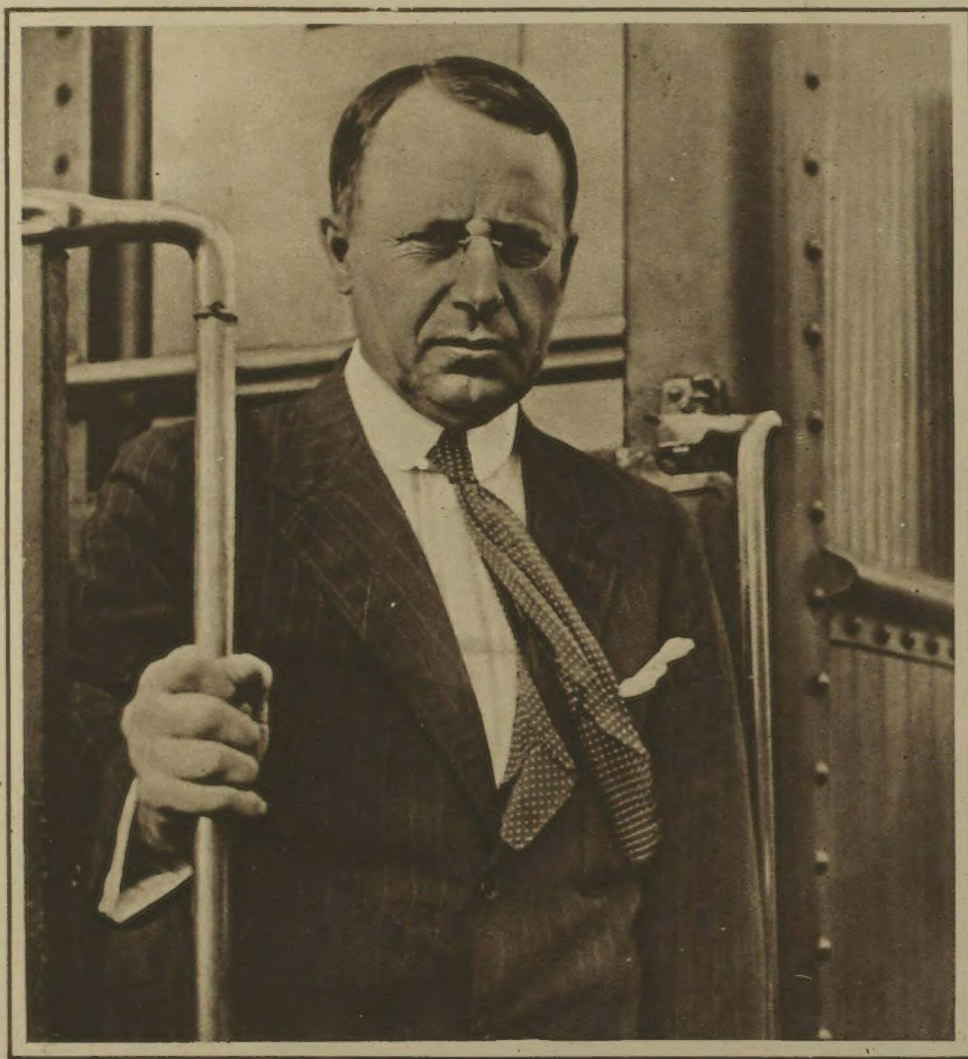
THERE is much more interest in the papers than anybody could guess from the posters. A newspaper column is never quite so dull as one would infer from the headlines that are meant to make it attractive. It is by this time a convention of journalism that the most trivial things should be printed in the largest letters, while anything at all significant or suggestive should be printed in very small letters, or, by a more frequent accident, not printed at all. I read a newspaper column the other day, into the rather congested substance of which was wedged a number of criticisms of Mr. Fisher's Education Act, many of them made by men whose names are comparatively little known, most of them reported so that the argument was not too easily followed, but containing a number of quite genuinely important and independent ideas. Only across the top of this intelligent and interesting newspaper column there sprawled, in large letters, the typical and symbolic newspaper head-line, "The Three R's Enough."

Now, that phrase vulgarises and falsifies the whole criticism. It is one of those tags of 'a really tenth-rate Toryism; the sort of tag that has got the Tory a bad name as a mere obscurantist. For it does not stand for any truth, or even any tradition, but only for a sort of pig-headed compromise. Whatever else is true, it is emphatically not true that the three R's are enough. In one sense they are too little; in another sense they are even too much. In the deepest sense they are both too much and too little; but they are never, under any possible circumstances, enough. Reading and writing and cyphering are not, in their nature, things that can be the essential substance of knowledge. A man who cannot read or write may be essentially educated. But a man who can only read and write is not educated at all. In some social conditions these things are artifices not necessary to a man's culture; in other conditions they are arts required to complete his culture. But a boy who has learned these things, without much simpler things, is like a girl who has gone to a finishing school and not to any other school. He has been finished without having ever been begun.

This will be plain to anybody with a little historical imagination, if he will only think of some parallel to the Three R's in some other historical civilisation. Suppose those great mediæval educationists, who were perhaps as enthusiastic for purely popular education as any human beings in history, were considering some such suggestion embodied in some such phrase. Suppose some chivalrous benefactor, like the founder of Balliol or of Merton, had wished to model the education of apprentices or peasants on that of pages and squires. Suppose he had said it was "enough" for people to learn hunting, hawking and heraldry. He might have called it the Three H's, with rather more accuracy than we can claim for the Three R's. The heraldic science was a system of arbitrary signs, just as the alphabet is a system of arbitrary signs. Its symbols of social function or family legend were displayed almost as ubiquitously as our symbols of patent medicines and sporting tips. For those who like education to be practical, there could

not possibly be anything more practical than hunting. In a ruder rural society it was a more convenient accomplishment than reading. Yet we should all perceive that this triad of educational essentials would hardly be sufficiently philosophical. It would certainly not be sufficiently philosophical for the Middle Ages. And the point is that the Three H's, like the Three R's, would be at once too little and too much. No man could be called cultured when he could do nothing whatever except fly a falcon and blazon a shield. But a man might have the essential of culture, without the remotest chance of having any falcon to fly, or the remotest claim to the possession of any shield to blazon. He might be the son of a carpenter, like the great Pope Hildebrand; he might be as little likely to figure as a

of excellence in one of these crafts, but rather a sense of the existence of all of them, that is the true ground-work of education. In that sense it is idle to talk of a smattering of culture; for culture is a smattering, and must be a smattering, and ought to be a smattering. It ought to be a rough general grasp of the realities of human experience, and their different relations to each other. In that sense education cannot be knowing things; it can only be knowing of them. A man cannot know all there is to be known about either hawking or harping. But he can know a hawk from a hand-saw; and, similarly, a hawk from a harp. In short, he can know the general nature of a thousand things of which he cannot possibly know the thousand details. He can realise the existence of studies other than his own. He can know of the things he cannot know.



NOT ELECTED PRESIDENT OF THE UNITED STATES: GOVERNOR JAMES M. COX (DEMOCRAT). Mr. Cox, of Ohio, journalist and newspaper-owner, is fifty, and is a firm believer in the League of Nations, duly "blessed" by Mr. Wilson. During his period of candidature, he promised that he would intervene for Ireland should he deem such action advisable.—[Photograph by Topical.]

hunter as St. Francis. In short, mediæval men, while quite capable of unduly admiring these accomplishments (being men and therefore sinners, and sinners and therefore snobs), would still have seen sufficiently clearly that they were only accomplishments; that they could not be the foundation of all knowledge and all philosophy. It could never be "enough" for a man to learn tricks like hunting, hawking, and heraldry; it could never be "enough" for a man to learn tricks like reading, writing, and ready reckoning.

In itself, indeed, this conventional compromise would provoke a reaction like that of the wise man who said, "Give us the luxuries of life, and we will dispense with the necessities." If reading be an essential and singing an extra, we can only say that many healthy and happy populations have enjoyed the extra, and never missed the essential. If music be a luxury but arithmetic a necessity, many free men have had all the pleasure of the luxury and made very little use of the necessity. But even if we substituted harping for hawking, or harmony for heraldry, we should still be missing the main point. It is not a stage

Now, the real case against the mechanical modern culture, imposed by coercion, is that it does not know of the very existence of other kinds of culture. It has never so much as looked, for instance, at the very meaning of the word culture. A glance at it would show that the first forms of culture are things like agriculture and horticulture. Culture is primarily the art of growing things. Yet the modern schoolmaster would think we were mad if we told him that, before he teaches an agricultural labourer's children, he ought himself to be taught by an agricultural labourer. It has never crossed the minds of the educationists from the towns that there are educational traditions in the country-side. They never imagined that there could be any human beauty or philosophy—that is, any culture—still clinging to things like grain-culture or fruit-culture. If they made any graceful exception, it would probably be in favour of bacteria-culture. They come out of the dark cities, where nothing can live except germs, and nothing can grow except diseases; they come deaf and blind to all the words and signals of nine-tenths of historic humanity, imposing what they know by sheer force, and ignoring what everybody else knows by sheer folly; and then they wonder that some are tempted to feel their culture merely as a pestilence, spreading from the slums of an industrial decline. Often they never hear the songs, because they are sung in public-houses. Often they never hear of the arts and crafts, because they are not recorded in books. This sort of instruction is indeed ignorance; but it is ignorance in arms, ignorance militant and triumphant, ignorance advancing with all its armies across a conquered land.

We do not meet this criticism, or solve this difficulty, by any reactionary restriction of education. Rather what we require is the expansion of education, until it includes much older and wiser things. That is, we do not want to restrict the subjects of education to the teaching of writing or arithmetic; though we might well wish to restrict the powers of education, at least until it has something better to teach. But the upshot of it is that we need to have popular education in a sense at once more literal and more living; that of men who are ready to be taught by the populace, and not merely to teach it.

THE NEW PRESIDENT OF THE UNITED STATES.

PHOTOGRAPH SUPPLIED BY TOPICAL PRESS.



THE CHOICE OF THE REPUBLICAN PARTY: SENATOR WARREN G. HARDING.

Senator Harding, of Ohio, is fifty-five. For something like thirty-six years he has been associated with the Marion "Evening Star," and he has made his way from "printer's devil" to owner. He does not agree with the League of Nations as now constituted, but would adhere to some form of world association so long as it did not force the United States to fight in another country's cause against its will. On the eve of the election he said: "I have told them [the American people] that I would do my best to unite America behind a plan for an Association of Nations, which we may join with safety, honour, and good conscience, but without selling our birthright for a mess of military pottage. I have said first

and last in this campaign that I would consult the Senate and the people because I am deeply impressed with the utter failure and waste of executive policy of fabricating a League of Nations first and consulting America afterwards. I want to consult America first and take a course which will unite America and make it possible to join a world fraternity of nations, rather than a course which will divide America and make it impossible to do anything." This year's Presidential election is noteworthy in that, for the first time, the women of the United States were enabled to vote. Before the day of election the Wall Street betting was 8 to 1 in favour of Senator Harding as against Governor Cox.

FROM FAR AND NEAR: NOTABLE EVENTS ILLUSTRATED.

PHOTOGRAPHS BY I.B., SENNECKE, "EXCELSIOR," AND C.N.



WOMEN FOOTBALLERS IN PARIS: ENGLISH (LEFT) AND FRENCH (RIGHT) TEAMS THAT PLAYED A DRAWN GAME AT THE PERSHING STADIUM.



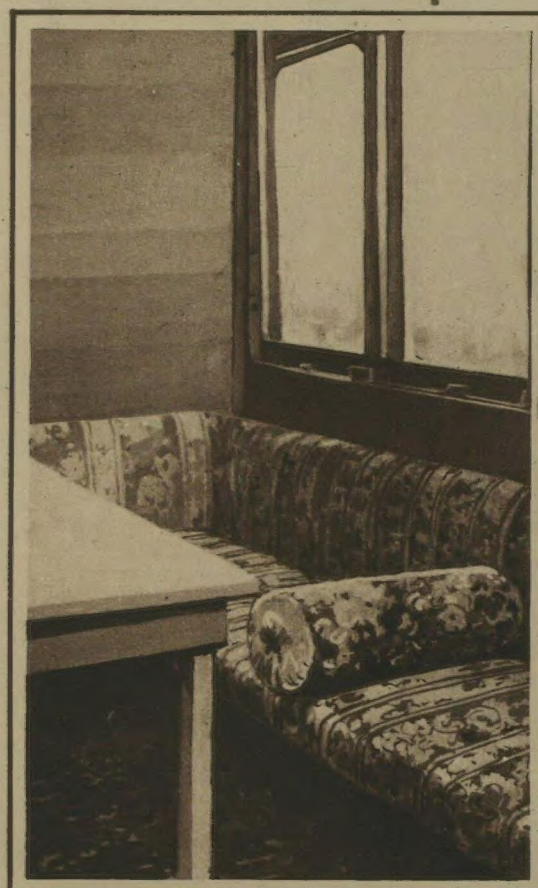
"SANDWICH" WOMEN IN BERLIN: THE RÉCLAME GIRLS—A GERMAN DEVICE FOR ADVERTISING A NEWLY OPENED VARIETY THEATRE.



KEMAL'S SEAT OF GOVERNMENT: HIS FLAG OVER THE NATIONALIST CHAMBER AT ANGORA



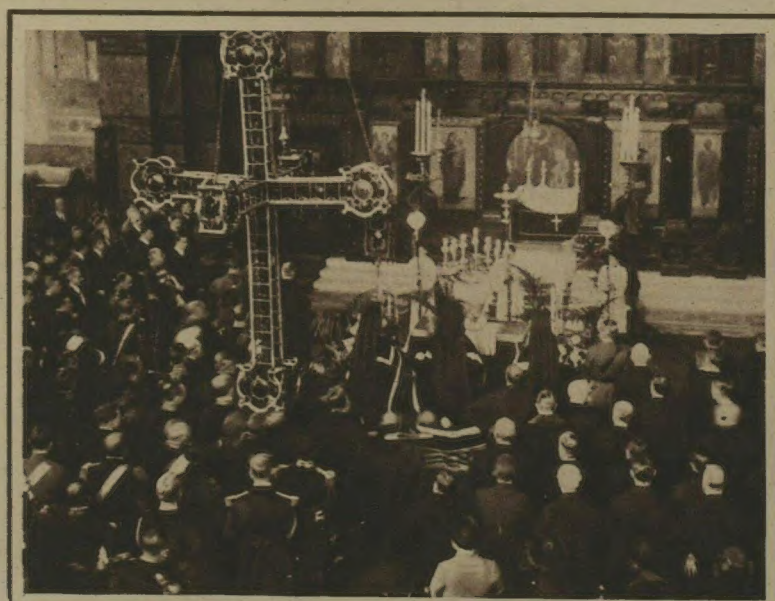
PROPOUNDER OF "FIVE POINTS" TO TURKEY: KEMAL AT A SHOOTING COMPETITION.



HOW KEMAL TRAVELS ABOUT ASIA MINOR: THE SALOON IN HIS SPECIAL TRAIN.



THE CHAR-A-BANCS DISASTER AT OXENHOPE, NEAR KEIGHLEY, IN WHICH FIVE PEOPLE WERE KILLED: THE WRECKED VEHICLE AFTER THE ACCIDENT.



IN MEMORY OF ALEXANDER "THE GOOD": THE PRINCE OF WALES (TO LEFT OF CROSS) AT A REQUIEM MASS AT THE GREEK CHURCH, BAYSWATER.

At the Pershing Stadium in Paris on Sunday, October 31, a team of girl footballers from the Dick Kerr electrical works, Preston, played a team of French girls. The result was a draw—one goal all. There were 12,000 spectators, and the English girls were delighted with their friendly reception, though at one point in the game a section of the crowd, disputing a decision of the referee against the French team, broke on to the field and stopped the play.—A new variety theatre in Berlin, the Scala, has sent out women with cloaks placarded like sandwich-boards, to advertise their entertainment.—Mustapha Kemal, the Turkish Nationalist leader, recently presented to the Constantinople Government

"five points" as a basis for peace negotiations. They included the restoration of Smyrna, Thracian autonomy, modifications of the Sèvres Treaty, and the separation of the Caliphate from the Sultanate. Kemal's headquarters are at Angora.—A terrible motor char-à-bancs accident occurred on Oxenhope Hill, near Keighley, Yorkshire, on October 30. The vehicle dashed into a wall, and five of the 32 passengers were killed.—A Requiem Mass for the late King Alexander of Greece, who is becoming known as "Alexander the Good," was held at the Greek Church in Moscow Road, Bayswater, on October 31. The Prince of Wales represented the King.

THE KIDWELLY POISON TRIAL: A CAUSE CÉLÈBRE AT CARMARTHEN.

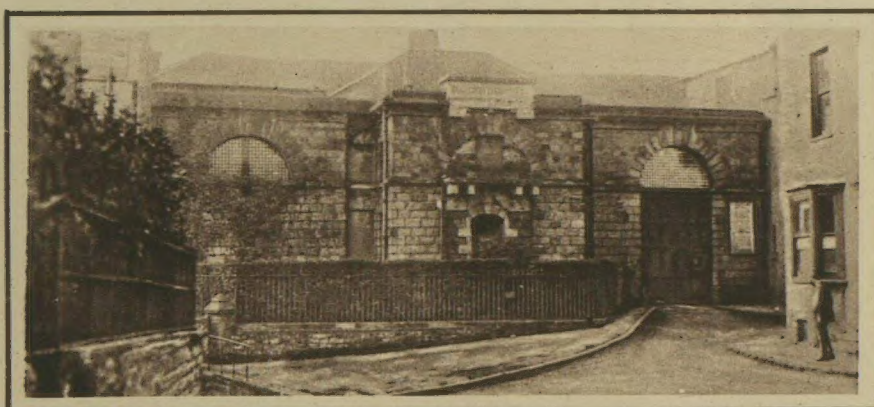
PHOTOGRAPHS SUPPLIED BY TOPICAL, HARRIS PICTURE AGENCY, AND CENTRAL PRESS.



NOTED FOR NEVER WASTING TIME: MR. JUSTICE SHEARMAN, THE JUDGE IN THE CASE, ARRIVING.



BESIEGED RECENTLY BY PEOPLE EAGER TO HEAR THE GREENWOOD TRIAL: THE GUILDHALL AT CARMARTHEN.



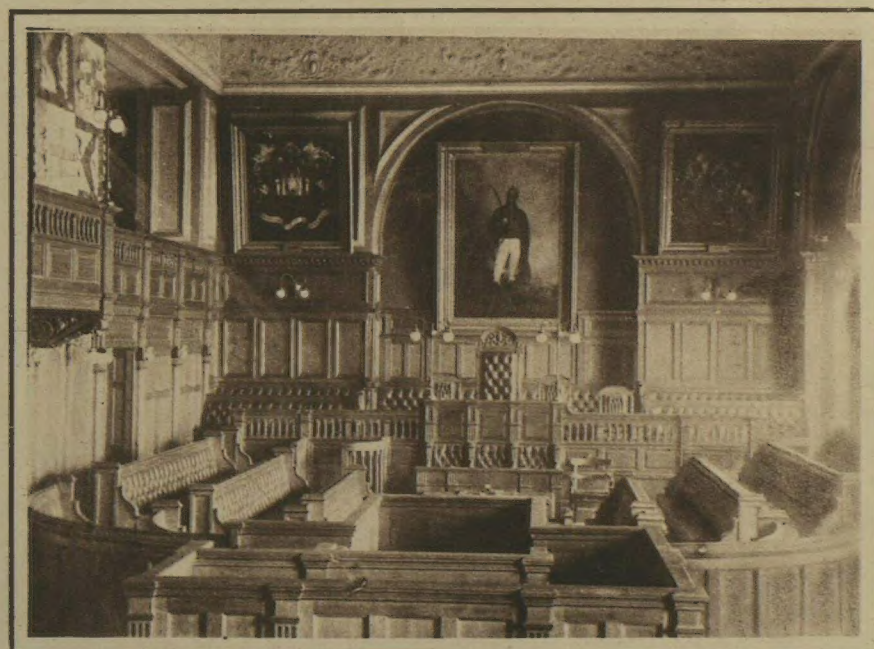
WHERE THE ACCUSED, MR. HAROLD GREENWOOD, SPENT OVER FOUR MONTHS AWAITING TRIAL: CARMARTHEN PRISON—THE ENTRANCE.



LEADING COUNSEL FOR THE CROWN IN THE GREENWOOD CASE: SIR EDWARD MARLAY SAMSON, K.C.



WHERE MR. GREENWOOD'S FIRST WIFE, WHOM HE WAS ACCUSED OF POISONING, DIED: HIS HOUSE AT KIDWELLY.



ONLY ABLE TO HOLD ABOUT THIRTY PEOPLE BESIDES THOSE OFFICIALLY CONCERNED: THE COURT ROOM IN CARMARTHEN GUILDHALL.

Intense public interest was aroused in the trial of Mr. Harold Greenwood, the Kidwelly solicitor, accused of poisoning his first wife, Mrs. Mabel Greenwood, who died at Kidwelly on June 16, 1919. Her body was exhumed on April 10, 1920, and on June 16 last an inquest verdict was returned against Mr. Greenwood, who was arrested. The trial began in Carmarthen Guildhall, before Mr. Justice Shearman,

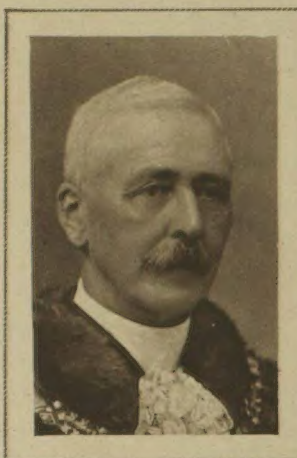
on Nov. 2. Sir Edward Marlay Samson, K.C., organiser of the Welsh National Fund for Ex-Service Men, led for the prosecution, and the prisoner was defended by Sir Edward Marshall Hall, K.C. There was a great demand for seats in court, but the accommodation was very limited, and there was room for only about thirty people besides those officially concerned and the reporters.

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

PHOTOGRAPHS BY RUSSELL, MILES AND KAYE, CENTRAL PRESS, MCKENZIE, C.N., TRAMPUS, AND FARRINGTON PHOTO. CO.



THE NEW GOVERNOR OF JERSEY: MAJ.-GEN. WILLIAM DOUGLAS SMITH.



ONE OF THE NEW CITY SHERIFFS: COL. SIDNEY WISHART.



ONE OF THE NEW CITY SHERIFFS: CAPT. H. NEWTON KNIGHTS, M.P.



A NEW CIVIL LORD OF THE ADMIRALTY: LORD ONSLOW.



A POSTHUMOUS V.C. (MESOPOTAMIA): THE LATE CAPT. G. S. HENDERSON.



BOUND FOR SOUTH AFRICA: PRINCE AND PRINCESS ARTHUR OF CONNAUGHT AND THE EARL OF MACDUFF.



THE NEW LORD MAYOR OF LONDON: ALDERMAN J. ROLL.



THE ARCHITECT OF THE CENOTAPH: SIR EDWIN LUTYENS.



THE NEWLY ENTHRONED BISHOP OF DURHAM: DR. HENSLEY HENSON (ON THE LEFT).



THE GREEK "TRIUMVIRATE": (L. TO R.) ADMIRAL CONDOURIOTIS (APPOINTED REGENT), M. VENIZELOS (PREMIER), AND GENERAL DANGLIS.



LORD ALLENBY AS AN L.L.D.: AT CAMBRIDGE AFTER RECEIVING AN HONORARY DEGREE, WITH SIR GEORGE GRIERSON (LEFT) AND THE ARCHBISHOP OF WALES.

Maj.-Gen. William Douglas Smith has succeeded Maj.-Gen. Sir Alexander Wilson as Lieutenant-Governor of Jersey.—The two new City Sheriffs who begin office this month are Col. Sidney Wishart and Capt. H. Newton Knights, M.P. (Co.U.) for N. Camberwell.—Lord Onslow has been appointed a Civil Lord of the Admiralty in succession to Lord Lytton.—The V.C. has been awarded to the late Capt. George Stuart Henderson, D.S.O., M.C., "for most conspicuous bravery and self-sacrifice" during fights with Arabs this year in Mesopotamia. He was killed in action.—Prince Arthur of Connaught, with Princess Arthur and their little son, the Earl of Macduff, left Southampton on October 29 in the "Kinfauns Castle" for South Africa, to enter on his duties as Governor-General and High

Commissioner.—Alderman James Roll, the new Lord Mayor of London, rose from office boy to President of the Pearl Assurance Company. He is now Chairman of the General Marine Underwriters' Association.—Sir E. L. Lutyens, the well-known architect, designed the Cenotaph, which is to be unveiled in Whitehall on Armistice Day.—Dr. Hensley Henson was enthroned as Bishop of Durham on October 31.—Admiral Condouriotis was elected Regent of Greece on October 28. Prince Paul declined the throne until the Greek people have expressed their wishes regarding his father and elder brother.—Lord Allenby, Sir George Grierson, and the Archbishop of Wales received honorary degrees at Cambridge on October 29.

UNIFORMED, IN AN OPEN COFFIN: THE LORD MAYOR OF CORK.

PHOTOGRAPH BY I.N.A.



DRESSED AS A COMMANDANT OF THE IRISH VOLUNTEERS: THE BODY OF THE LATE LORD MAYOR OF CORK LYING IN STATE, IN AN OPEN COFFIN, IN CORK CITY HALL.

The body of the late Lord Mayor of Cork, Alderman Terence McSwiney, who died as a result of hunger-striking, was taken to Cork for burial, and lay in state in the City Hall there on October 30. As shown in our photograph, the lid of the coffin was removed, and his body was in full view, dressed in the uniform of his rank as Commandant in the Irish Republican Army. At the head was a Commandant's hat, and at the foot a gold crucifix, while the lower part of the

coffin was draped with the Sinn Féin tricolour (yellow, white, and green) on either side of the bier. To the right of the coffin is here seen one of the late Lord Mayor's brothers, and on the left is Father Dominic, his chaplain. In the background is the coffin-lid bearing the untrue Sinn Féin inscription (given in full on a later page) stating that Alderman McSwiney was "murdered by the foreigner in Brixton Prison."

CORK'S TRIBUTE TO ITS DEAD LORD MAYOR: THE FUNERAL.

PHOTOGRAPH BY C.N.



MORE RESTRICTED THAN THE LONDON DEMONSTRATION, BUT WITHOUT UNDUE INTERFERENCE: THE FUNERAL OF THE LORD MAYOR OF CORK AT CORK—THE COFFIN ON ITS WAY FROM THE CITY HALL TO THE CATHEDRAL.

The funeral of Alderman McSwiney, the Lord Mayor of Cork, took place there on Sunday, October 31. The coffin was carried by four Volunteers from the City Hall, where it had lain in state, to the Cathedral. After a Requiem Mass the procession went to St. Finbarr's Cemetery, where the burial took place. Although there were more restrictions on the proceedings at Cork than in London,

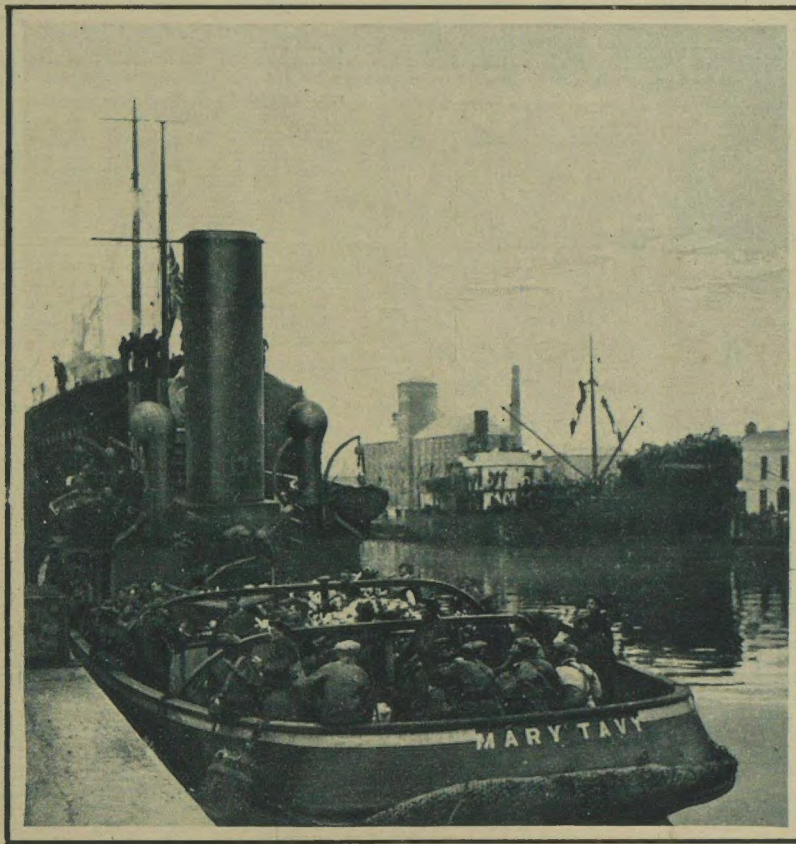
the military arrangements were not obtrusive, and troops saluted when the coffin passed them. The restrictions were that no Sinn Fein military display should be made, such as wearing Republican uniforms, armlets, or badges, drilling or formation movements. Republican flags were not allowed, except that on the coffin. The limitation of the procession to a quarter of a mile was not pressed.

THE LORD MAYOR OF CORK'S LAST JOURNEY: IN CORK AND DUBLIN.

PHOTOGRAPHS BY C.N. AND TOPICAL.



WITH TROOPS AND METROPOLITAN POLICE ON BOARD: THE COFFIN (WRAPPED IN OILSKINS) IN THE HOLD OF THE "RATHMORE" AT QUEENSTOWN.



SHOWING THE WHITE ENSIGN (ON THE LEFT) AT HALF-MAST: THE TUG "MARY TAVY," TO WHICH THE COFFIN WAS TRANSFERRED AT CORK.



WITHOUT THE BODY, OWING TO THE GOVERNMENT'S DECISION TO SEND IT STRAIGHT TO CORK: THE FUNERAL PROCESSION FOR THE LATE LORD MAYOR OF CORK IN DUBLIN.

There were unfortunate scenes at Holyhead on the arrival of the train bringing the body of the late Lord Mayor of Cork for the voyage to Ireland. At Crewe the relatives were informed that the Government could not allow the landing of the body at Dublin, as arranged, for fear of a political demonstration, and that the steamer "Rathmore" had been chartered to take it with them direct to Cork. After an altercation with the officials, it became necessary to eject some of the relatives and others from the van containing the coffin, and it was placed on the "Rathmore" and sent to Cork with troops and Metropolitan Police as guard.

The relatives and the rest of the Irish party refused to sail in the "Rathmore," and went by mail-boat to Dublin, where the Requiem Mass and procession were held as arranged, though without the central figure. Meanwhile the "Rathmore" reached Queenstown, and the coffin was transferred to the tug "Mary Tavy," which was brought to the Custom House Quay at Cork. The relatives arrived later from Dublin and then received the coffin. The tug was guarded, in case of disturbances, by men of the R.I.C. and the Hampshires, with eight lorries and two armoured cars.

THE BRITISH WAY: A FUNERAL UNDER A REBEL

PHOTOGRAPHS BY BRITISH ILLUSTRATIONS, C.N., TOPICAL.



COVERED WITH THE SINN FEIN FLAG AND GUARDED BY IRISH REPUBLICAN VOLUNTEERS: THE LATE LORD MAYOR OF CORK LYING IN STATE IN THE ROMAN CATHOLIC CATHEDRAL AT SOUTHWARK.



BEARING THE COFFIN FROM THE CATHEDRAL: THE DEAD LORD MAYOR'S TWO BROTHERS.



GUARDED BY MEN IN THE UNIFORM OF THE IRISH REPUBLICAN ARMY: THE HEARSE OUTSIDE ST. GEORGE'S (ROMAN CATHOLIC) CATHEDRAL AT SOUTHWARK.

FLAG IN THE CAPITAL OF THE EMPIRE.

L.N.A., P.I.C., AND FARRINGTON PHOTO. CO.



LONDON AND THE FUNERAL OF THE LATE LORD MAYOR OF CORK: THE HEARSE IN THE PROCESSION, CROSSING BLACKFRIARS BRIDGE, ON ITS WAY TO EUSTON.



FOLLOWING THE ADVANCE GUARD OF IRISH REPUBLICAN VOLUNTEERS IN THE PROCESSION: PIPERS IN GAELIC KILTS WHO PLAYED "GOOD-BYE TO CORK."



THE SINN FEIN COLOURS IN LONDON: THE FLAG-BEARER IN THE PROCESSION.

In contrast to the restrictions exercised in Ireland in order to avoid political disturbances, full liberty was allowed in London to make a great Sinn Fein demonstration when, on October 28, the body of the late Lord Mayor of Cork was conveyed from the Roman Catholic Cathedral at Southwark, where a Requiem Mass had been celebrated, to Euston on its way to Cork for burial. The coffin was draped in the Sinn Fein flag, the Sinn Fein colours (yellow, white, and green) were also carried in the procession, and at its head walked a body of men of the Irish Republican Army. Londoners assembled in thousands to watch the long and impressive cortege, behaving with the silent reverence

which they always show to the passing of the dead. The Irish Volunteers were followed by Irish pipers in Gaelic kilts, who played "Good-bye to Cork" at the start, but afterwards were not heard for much of the way. A large number of priests walked before the two hearses, the first of which contained flowers, and the second the coffin. Its inscription reads: "Trayloc MacSuihne (Terence McSwiney), Brigade Commandant, Cork 1st Brigade, Irish Republican Army, Lord Mayor of Cork, Member of Dail Eireann for Mid-Cork, murdered by the foreigner, in Brixton Prison, London, England, on October 25, 1920, the fourth year of the Republic. Aged 40 years. God have mercy on his soul!"

ART IN THE SALE ROOMS

BY ARTHUR HAYDEN.

IN spite of the miners' strike, involving a loss to the public of three millions a week, the London auction rooms promise soon to be in full swing, and November offers some striking properties for sale. It has even come to be believed, and is possibly true, that many of the new rich are investing in art objects of rarity and distinction, not because they have yet acquired the necessary *flair* to discriminate wisely, but because, shrewd in their generation, they have been advised by reliable experts to buy such things as sound investments. They are certainly not collectors who have instinctively learned to separate the wheat from the chaff. It is to be hoped that they recognise that collecting is not a lottery, and follows the laws of any other province of business in which foresight and judgment, based on practical knowledge, are predetermining factors of success. Perhaps, in some instances, there is that pathetic touch where the *nouveau riche* quaintly imagines that, in acquiring the belongings of some defunct knightly house, he may become endowed with some of its patrician spirit. But undoubtedly a new public is arising, and opportunities exist for the fostering of a taste, however crude, and in guiding trembling footsteps into the right paths. In any case, art objects are certainly changing hands at a rapid pace. What is beautiful and lovable, and what is our essential English heritage, should remain ours, and we have enough precedents to show that merchant princes, "whose talk is of bullocks," beget æsthetic children who come armed with scholarship and artistic impulses, which have led them to spend fortunes on opera or endow State picture galleries.

Collections of coins mainly appeal to specialists. Their cabinets have been the envy of fellow-numismatists, and certain items, when they come into the market, the ewe-lambs of the late owner, are ear-marked, and fall as spoils to the dogged persistence of fellow-collectors. No penuriousness will deter a zealous collector of coins from hunting down and obtaining his quarry. The rise and fall of the current money market is nothing to him. What the mark is worth in Germany, or what the lira brings in exchange, troubles him not. His mentality exhibits a curious aloofness from specie and bullion, although his minted examples might suggest to the ordinary individual a relationship with Lombard Street. He grows enthusiastic about a penny of Edward the Confessor struck at York, or at Norwich, or at Winchester. A Charles II. hammered shilling, without the inner circle or value, reminds him of its advent at the Hilton-Price sale. From the cabinets of known competitors come late Anglo-Saxon and William I. rarities. A series of English gold coins to be dispersed, to say nothing of Kushan

and, indeed, to all of us, become as rare as the gold examples of the collector.

A sale on November 12 comes as a brilliant episode in a season fraught with forebodings. The property of the Baroness Zouche of Haryngworth includes many fine old chairs and other furniture of the Charles II., William and Mary, Queen Anne, and Georgian periods. Another estate provides a fine set of twelve old English chairs, with seats and backs covered in leather and decorated with large brass studs. These, in common parlance, are known as Cromwellian chairs, but the term is a misnomer. They are Dutch in origin and are found in pictures of the old Dutch masters. More probably they came over in Restoration days, when the Cavaliers, exiled in Holland, brought with them pieces of furniture they fancied. The marqueterie of Charles II. and James II. is similarly derivative.



PUFFED AND SLASHED TO IMITATE CIVILIAN DRESS: A COMPLETE RIGHT ARM PIECE OF ABOUT 1520, IN THE ZOUCHE SALE.

This fashion in armour, shaped in imitation of silks and velvet, only lasted about twenty years. There is a perfect suit of the type in the Wallace Collection, and parts of one in the Tower.

By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.

Caning in furniture suddenly came into general use in the early days of Charles II. There is a difficulty in exactly placing a date to caned chairs and Stuart stools. They represent the Charles II. and James II. era—that is, from 1660 to 1688; but even at the latter date they were being superseded by padded seats, and the Dutch splat was overcoming the caned panel in the back of the chair. This sale comprises some interesting chairs and footstools in caned work representative of the best period.

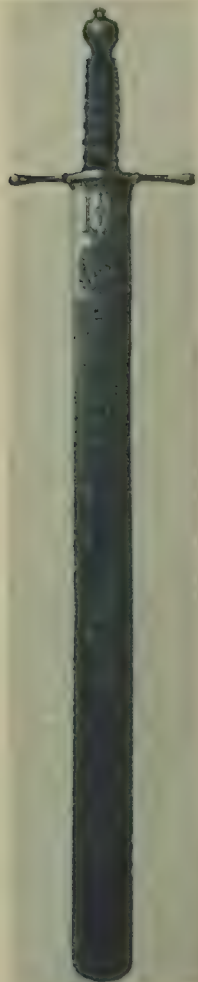
From Moreton-in-the-Marsh, the collection of Mrs. Whitmore Jones, comes a Chippendale mahogany commode with serpentine front, elaborately carved with bold scrollwork. The handles are original and beautifully gilded. In Chippendale's "Director," he does not screen his indebtedness to French designers. This commode comes just at that period when Chippendale the elder was experimenting on an English public (not the *bourgeoisie*, but the cultured English traveller after his grand tour) as to what should be produced in our own workshops, and here is, apparently, one of his early ventures in the education of public taste.

From the same owner come some most important tapestries—tapestries that must inevitably bring prices to shake the dealers in textiles. We English have a great love of our native arts, in spite of all evidence to the contrary. When the

psychological moment comes we eschew Beauvais and Aubusson and cling to our own inventions, though, peradventure, they be of cruder outlook. Our Sheldon looms have burst into prominence. In March of this year a map of Gloucestershire brought £100 at Messrs. Sotheby's rooms. William Sheldon, a country gentleman in the time of Elizabeth, founded these looms, and the extent of their manufacture has not yet been gauged. They rival the Mortlake venture of the succeeding Stuart dynasty, under the direct patronage and subsidy of Charles I. But Sheldon seemingly held its light under a bushel, nor is there any suggestion that it received the royal patronage of Elizabeth.

Maps and topographical local features are the attributes held hitherto to belong to a trivial factory. The Victoria and Albert Museum treasures its maps of the Sheldon looms, but here are important decorative panels, unique and hitherto unknown as emanating from this source. A set of four illustrates scenes from the life of Judah. Initials in cartouches indicate the patrons, now forgotten. "W. I." possibly stands for William Jones, a woollen merchant of Witney, who purchased Chastleton House from Robert Catesby, one of the Gunpowder-Plot conspirators. So these Sheldon tapestries come from stormy days. There is one which is inscribed "When Parese gave the golden apple."

A remarkable early eighteenth-century tapestry panel exhibits the Chinese taste which seized our native design. It obsessed craftsmen in tapestry, and is found incorporated in Aubusson; it claimed Worcester and Bow as its vassals in porcelain. Liverpool tiles were printed in this pseudo-Chinese style. Oriental art laid a heavy toll on the West until its symbolism and decorative qualities were realised at a later period. A fine Oudenarde panel exhibits a costume subject in Watteau manner. Archers shooting at a popinjay—realistic enough, but, withal, pictorial—offers a fine study.



ENGRAVED WITH A GALLOWS AND TORTURE WHEEL: A GERMAN BEHEADING-SWORD DATED 1675, IN THE ZOUCHE SALE.

This grim blade bears various engravings, including a gallows, a wheel on which criminals were broken, and scenes from the Passion and Crucifixion.

By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.

Gupta and Indian Mohurs, almost come within the shadow of Dora. Delectable and alluring, these and many other notable items were dispersed to eager bidders by Messrs. Sotheby in their sale conducted on Nov. 1 and 2. A sovereign of Henry VIII., first coinage, illustrated by Ruding and by Kenyon, is described as "extremely fine and very rare." But guineas at this sale were as common as blackberries. Can it be realised that many of the younger generation have never seen sovereigns and half-sovereigns in common circulation? The Victorian, the Edwardian, and the Georgian gold coins have, to the common people,



RELICS OF "BATTLES LONG AGO": INTERESTING ITEMS IN THE SALE OF THE FAMOUS ZOUCHE COLLECTION OF ARMOUR AND WEAPONS.

The sale of part of the renowned collection of armour and weapons formed by the fourteenth Baron Zouche, and now the property of Baroness Zouche, is fixed for Nov. 10 and 11, at Sotheby's. The lots illustrated on this page are all in the second day's programme. Those above are: No. 107, an early sixteenth-century cross-bow, probably German; No. 110, a curious combined gun and spiked club, probably German, sixteenth century; No. 116, one of a pair of late sixteenth-century wheel-lock pistols; Nos. 165 and 167, two late sixteenth-century daggers; No. 205, one of a pair of silver-mounted flint-lock pistols, probably French, late seventeenth or early eighteenth century.—[By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.]

A FALSE PARIS OUTSIDE PARIS: A "CITY" CREATED TO BE BOMBED.



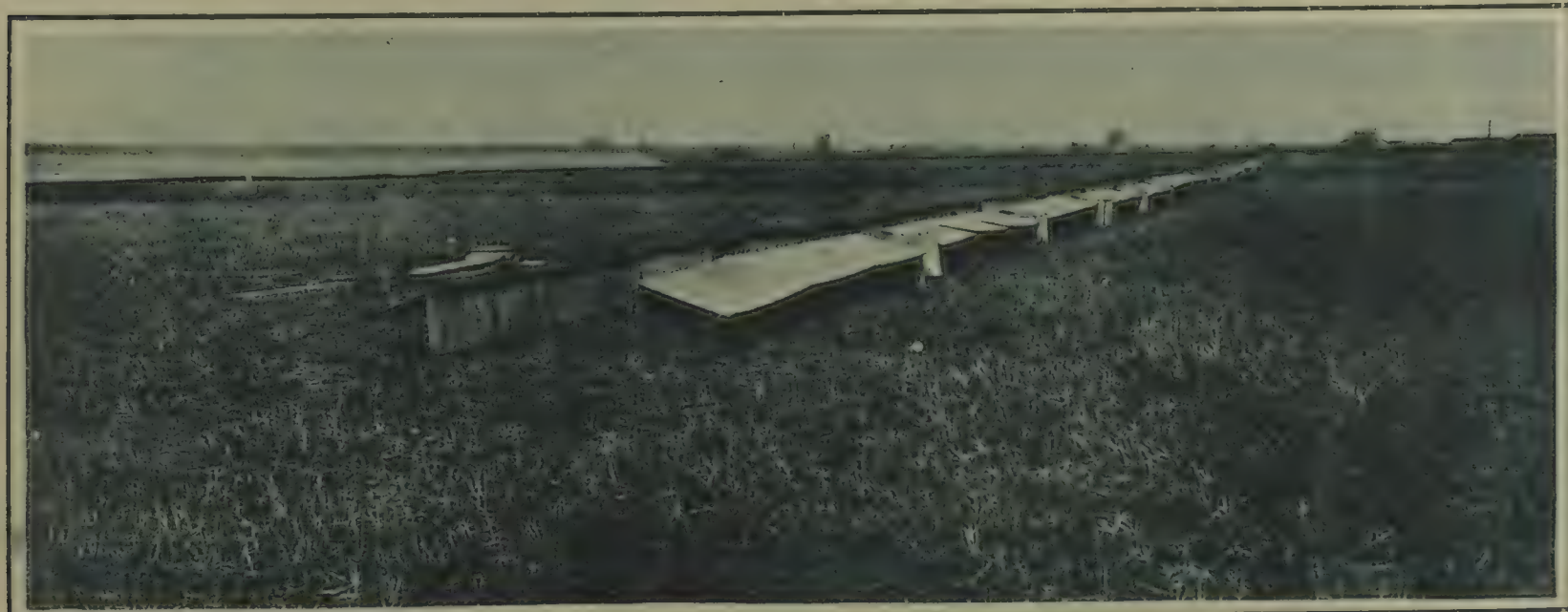
LUMINOUS CANVAS SPREAD ON THE GROUND TO REPRESENT, TO GERMAN AIRMEN AT NIGHT, ONE OF THE GREAT PARIS RAILWAY STATIONS: THE CAMOUFLAGE GARE DE L'EST AT ORME DE MERLU, AS SEEN BY DAY.



INCLUDING A PLAN FOR A SHAM PARIS IN THE FOREST OF ST. GERMAIN: THE GENERAL SCHEME (PARTLY CARRIED OUT) OF FALSE NOCTURNAL OBJECTIVES. Three zones of false objectives were planned, and one (A2) was actually carried out. The others became unnecessary through the ending of the war. The letters on the above map show: A1, the real district of St. Denis; A2, the sham St. Denis, actually created between Orme de Merlu and Louvres; B1, the real Paris; B2, the sham Paris which was to have been created between Maisons-Laffitte and Conflans; C, a false factory district planned around Vaires.



SHOWING WHERE FALSE RAILWAYS, STATIONS, AND STREETS WERE TO BE ARRANGED: DETAILS OF THE SHAM PARIS NEAR MAISONS-LAFFITTE.



LIT UP AT NIGHT TO GIVE THE ILLUSION OF A MOVING TRAIN: A CAMOUFLAGE "RAILWAY" IN DAYLIGHT.

Remarkably interesting revelations regarding the air defences of Paris during the war have just been made public. They included ingenious camouflage devices for misleading enemy raiders at night by the creation of false objectives, by means of sham buildings and an intricate arrangement of lights, in thinly populated districts at a distance from the city. A scheme was even devised for representing in that way the whole of Paris in the region between Maisons-Laffitte and Conflans-St. Honorine, containing part of the Forest of St. Germain and a loop of the Seine similar in appearance to that on which the real city stands. This scheme, and another for the creation of a camouflage manufacturing district around Vaires,

to the east of Paris, became unnecessary through the Allied victory and the ending of the war. A similar plan, however, had been actually carried out, by reproducing the St. Denis quarter and the factories of Aubervilliers at a spot some miles to the north-east, between Villepinte and Louvres. Railways and stations were represented by canvas spread on the ground, signals by coloured lamps, and trains in motion by structures as shown in the lower photograph, lit up, on the sky-sign principle, by electric lights, some operated longitudinally, and others laterally, to indicate train windows. Great subtlety was exercised so as not to make the lights too obvious, but give them the appearance of being veiled.

VESUVIUS IN ERUPTION: PHOTOGRAPHS TAKEN IN THE

EXCLUSIVE PHOTOGRAPHS AND PLANS BY PROF. ALESSANDRO MALLADRA.

CRATER BEFORE AND AFTER A VIOLENT UPHEAVAL.

OF THE ROYAL VESUVIAN OBSERVATORY, AND F. A. PERRET.



SHOWING THE LARGE CONE (A) AND A SMALLER ONE (B) BEFORE THE SEPTEMBER ERUPTION: A PLAN OF THE CRATER ON AUGUST 30, 1920.



A FORTNIGHT BEFORE THE ERUPTION: A PHOTOGRAPH OF THE SMOKING CONE IN THE CRATER TAKEN ON SEPTEMBER 13.



WITH A 'BIG STONE' THROWN UP DURING THE SEPTEMBER ERUPTION: PROF. MALLADRA IN THE CRATER.

PROF. ALESSANDRO MALLADRA, of the Vesuvius Observatory, who sends us these remarkable illustrations, writes: "Explosive activity was very great during August and September, and the summit of the cone was destroyed and re-formed several times." On September 27, 1920, three hours after midday, a formidable



WITH A COLUMN OF INCANDESCENT SMOKE RISING FROM IT: THE SOUTHERN FACE OF THE ERUPTIVE CONE, AT SUNSET.



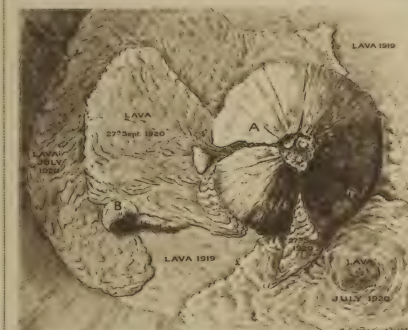
SHOWING THE LAVA CASCADE, CAVE AND (A) HOLE WHERE PROF. MALLADRA FELL: A CRACK IN THE CONE.

explosion, accompanied by huge quantities of apricot-coloured smoke, burst the cone in several directions, especially on the west and south-east sides. The fissure on the west measured from 25 to 32 ft. At its base was formed a cave some 60 ft. deep, whence issued a torrent of fire which formed a lake of burning lava on

(Continued below.)



WITH LAVA ISSUING FROM IT, AND ITS MOUTH ABOUT 160 FT. ACROSS: THE CONE BURST ON THE WEST AND SOUTH SIDES.



AFTER THE VIOLENT ERUPTION OF SEPTEMBER 27 LAST: A PLAN OF THE CRATER SHOWING THE CHANGES CAUSED IN THE S.W. SECTION.



WITH LAVA AND SMOKE PROCEEDING FROM IT: THE GREAT FISSURE IN THE WESTERN SIDE OF THE ERUPTIVE CONE.

(Continued from above.) the south-west floor of the crater between its walls and the cone and the small extinct cones of March 1919. This lava continued to flow until October 8. From the upper edge of the S.E. fissure came a small lava flow which stopped at the base of the cone after two hours. On September 29, Prof. Malladra (who frequently occupies the little armoured cabin built on the edge of the great crater to facilitate observations of the volcano) descended into the crater with the guide Sannino, to study at close quarters the effects of the eruption, and remained there for ten hours. He was able to enter the fiery cave, walking on the lava, which had cooled a little since the previous day, and beneath which the burning torrent made a great noise. He measured the temperature of the lava with an electric pyrometer; but while he was taking the readings the thin

crust of lava broke. Prof. Malladra fell with one leg in a burning hole, and, in jumping out quickly, broke his knee. The temperature of the lava flow was 1080 Centigrade, and its speed below the burning cascade (a truly impressive sight) was 2 metres (about 7 ft.) in two minutes. The emission of burning scoria was continual, and at certain times the cone became completely incandescent. The hole into which Prof. Malladra fell is seen in the third illustration in the top row. In the background are the guide Sannino, and Brigadier Matrazzo. Since September 19, 1919, Vesuvius had been in a state of simple explosive activity, emitting much smoke and incandescent stones. The period of renewed violence which culminated in the eruption of September 27 became more marked on July 2, when the cone cracked and lava flowed N.W. and S.E.

THE NAMESAKE OF IRISH ORANGEMEN: WILLIAM OF ORANGE LANDING IN ENGLAND JUST 232 YEARS AGO.

DRAWN BY R. CATON WOODVILLE.



AN EVENT WHOSE ANNIVERSARY OCCURS ON GUY FAWKES DAY: THE LANDING OF WILLIAM III. AT BRIXHAM, IN TOR BAY, ON NOVEMBER 5, 1688.

The Gunpowder Plot is not the only event in English history for which we have to remember the Fifth of November. On that day just 232 years ago, that is, in 1688, William of Orange landed at Brixham, in Devon, at the invitation of a party in England, to displace his father-in-law, James II., on the throne of this kingdom. William, then Stadtholder of Holland, had married James's daughter Mary in 1677, and he was crowned with her in April 1689. In the following year he defeated James at the Battle of the Boyne, an event whose anniversary (July 1) the Orangemen of Ulster still celebrate every year with much fervour. Brewer's "Dictionary of Phrase and Fable" says: "'Orangemen' was a name given by Roman Catholics to the Protestants of

Ireland, on account of their adhesion to William III. of the House of Orange; they had previously been called 'Peep-of-Day Boys.' Our illustration shows the scene on Brixham quay as William of Orange came ashore. He had left the Dutch port of Helvoetsluys on November 2, with fifty war-ships and transports carrying about 13,000 men. Behind are seen two standard-bearers, one carrying the Royal Standard of Holland, and the other (to the right) that of England, bearing the lions and fleur-de-lis. Much gossip about the accession of William and Mary, and their Court, is to be found in the famous Diary of John Evelyn, the tercentenary of whose birth (on October 31, 1620) occurred a few days ago.—[Drawing Copyrighted in the United States and Canada.]

THE WORLD OF THE THEATRE.

By J. T. GREIN.

IF Mr. Compton Mackenzie has been present at the performances of his "Columbine" at the Kennington Theatre, he will have gathered valuable information for his future guidance as a playwright. A Saturday night at Kennington is a sight for the gods—and the manager. There is no first-night flummery there. People go to be amused and to get their money's-worth. The house, packed and expectant, is in a receptive mood, and it expresses its appreciation and enthusiasm in volumes of applause. They always applaud on principle, the patrons of Kennington's majestic play-house—a building that casts many a West-End theatre into the shade—for if they are not too well pleased with the play, they feel they must demonstrate their love for the actors, about whom they know much more than the average playgoer on the other side of the water. But there is a strange graduation in their clapping; if they are held there runs through the salvos an inexpressible magnetic force which betokens real enthusiasm: it is like the vibration of a battery, it is lasting and communicative. If I were not a critic, who must not show outward signs of his feelings, I should be carried away by the multitude and join in. But when the act does not come up to expectation there is the acclamation of courtesy: a lukewarm noise, like the obbligato of a feeble orchestration. And here comes in the object-lesson for Mr. Compton Mackenzie. That he has the gift of the playwright is beyond dispute; that he is not merely one who forces his novelist's experience into a dramatic mould is equally patent. He has the instinct of the theatre, and he manoeuvres many characters with the ease of spontaneity. All the scenes in the Raeburn family, in the studio, in the dressing-room of the chorus (the latter an excellent, realistic study of yesterday's life in the wings, crass but vivid), are interesting and dramatic. His characters are, then, not mere puppets, but fairly life-like—they talk too much for stage proportions; yet that is a detail easily shorn. Still, when it comes to the dialogues—I would rather like to call them duets—the reality and individuality of his figures dwindle. They indulge in tirades which are unfamiliar to the stage; they savour of the book, the essay, the psychological analysis which even in Mr. Mackenzie's novels often hampers progress. But in the novel you can skip, and in the theatre you must listen, and when people go on talking, talking, *ad infinitum*—"more explanations," the man in the street calls it—interest flags. It is a question of *métier* and theatrical economics—an impressive science, but one that makes or mars plays.

Kennington felt that, and so it was far more fascinated by the incidental episodes quoted above than by the real drama, the love-story of Columbine of Islington and her gentleman-lover. And when it came to the final scene, the return of the lover, the confession by Columbine of her lapse, her refusal to marry him, yet steering by fatuous persuasion to the inevitable happy ending, the audience realised that there was something wrong, something wanting in logic;

that they were coaxed to accept a solution in which they could not believe. There was no need to compare the play with the book and its inevitable catastrophe. The play itself indicated which way out the author should have chosen: there are situations, even on the stage, which no profusion of words can dissolve by *tour de force*. The central idea of Columbine demanded an unhappy ending: the alteration of this course was both an artistic error and a theatrical concession that failed. "Columbine" was played at

he was an unsparing worker, and his versatility was as amazing as the lightning facility of his pen. We were friends and members of the same club, and on many a Saturday evening we sat opposite one another recording our impressions of a *première* for the Sunday Press. To him this was child's play. The sheets literally flew from his pad, and, despite his rapidity, he was always thorough, often brilliant, and he could relate the synopsis of a plot with a graphic touch of rare vividness. As he did not sign his articles in the *Globe*, the world hardly

knew him as a critic so well as he deserved, nor did he often refer to his dramatic work, which he loved, yet considered the lesser part of his activity. If one got him to talk of himself, it would be of his Parliamentary sketches, of his leading articles—of all that he did in politics. That was his life-task, and, long before he obtained the mandate for Westminster, he indicated that it was the height of his ambition to descend from the Gallery to the Well. In matters dramatic as well as in politics he had the courage of his opinions; he knew neither fear nor favour, and, praised and chastised with fervour born of enthusiasm, experience, and know-

ledge—a knowledge so vast that he was equally well equipped in music and literature as in the drama and the affairs of State. He was a journalist *par excellence*, and often he used "to take my breath away" when, on my bidding him good-night at a witching hour with an "Aren't you going too, Charlie?" he would exclaim, "Going? Good Lord, no! I have to review the latest Galsworthy, to write a leader for the *National News*, and one or two odd little things for *John Bull*." At fifty he leaves a harvest of at least three men of his age. Such workers are rare, and the loss of Charles Palmer will be felt in many venues, to say nothing of his endless circle of friends.

Another figure has disappeared from the theatrical world in William Lestocq, actor, author, manager. As an actor he excelled in such parts as the French call the "grands valets": Lestocq's butlers were little monuments at their time. As an author he had his hour of glory—and, if we remember well, of squabbles with Mrs. Grundy—when, with dear old Harry Nicholls, the popular comedian (happily still with us), he wrote a naughty, funny, long-lived little farce, "Jane," which was the joy of all London for a long while. As a manager, he rendered yeoman service to the late Charles Frohman. His loyalty to Frohman was proverbial; his dealings with the actors were characterised by great indulgence and tender solicitude for the smaller

fry. In the days when dresses, but not shoes and stockings, were provided for the actresses, and those of the lesser pay used to come to him with their tales of woe, he consoled them: "Never mind, my dear; you get your shoes and stockings, put them down to me—I will make it all right with the 'Governor' (Frohman); but for heaven's sake don't talk about it—I can't 'let 'em all come.'" That was the man in a nutshell. A still water with a deep undercurrent of human kindness.



IN A PALACE WITH BAKSTIAN DECORATIONS: MR. W. H. BERRY AS THE KING OF PANOPLIA (RETURNED FROM HUNTING) IN "THE NAUGHTY PRINCESS" AT THE ADELPHI.

Photograph by Stage Photo Co.

Kennington, and will anon continue its career at the Prince's, by the Nottingham Repertory Company, Mrs. Compton's posthumous tribute to the memory of her husband. It is an excellent band of players, with such distinguished artists as Mr. Frank Bertram, Miss Eileen Munro, Miss Joan Hay, Miss Hilda Bruce-Potter, and our latest *jeune premier*, Mr. Bobbie Andrews, in the vanguard. Miss Ellen Compton was the Columbine, and although her work reveals experience and intelligence, and she had moments of real pathos which saved the last act, she is not exactly the woman of the part. She lost the air of romance which was the charm of the heroine in the book,



EGYPTIAN PAGEANTRY AT THE ADELPHI: MR. W. H. BERRY AS KING MICHAEL OF PANOPLIA AT THE QUATZ ARTS BALL IN PARIS, IN "THE NAUGHTY PRINCESS."

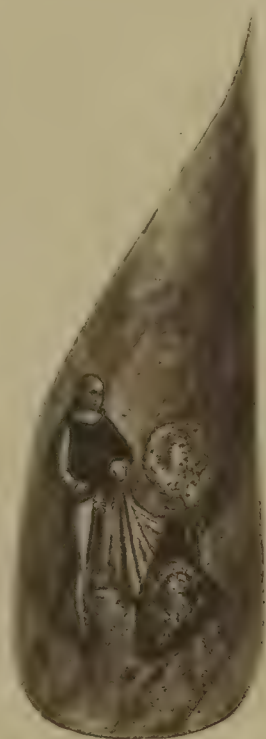
Photograph by Stage Photo Co.

and the secret of its success. Miss Compton was too matter-of-fact, too often the actress acting; and that bereft the character of its atmosphere which pervaded the novel—a rhapsody and an elegy of youth, the seventh heaven, and disenchantment.

Others will appraise the Parliamentary work of Mr. Charles Palmer, whose brilliant career was curtailed with tragic suddenness. He was, in the truest sense of the word, a victim of his duty, for

THE ZOUCHE ARMOUR: ENGLAND'S LAST BIG PRIVATE COLLECTION.

By Courtesy of Messrs. Sotheby, Wilkinson and Hodge.



PROBABLY FOR PAGEANTS: A 15TH-CENTURY HUNGARIAN PAINTED WOODEN SHIELD.



WITH FOREHEAD CONTINUED INTO A NASAL: A 15TH-CENTURY ITALIAN SALADE (BARBUTA TYPE).



PAINTED WITH A SWORD DUEL: A 15TH-CENTURY HUNGARIAN PAGEANT-SHIELD.



WITH EMBROIDERED FLEUR-DE-LYS AT THE CORNERS: A 17TH-CENTURY SADDLE.



PROBABLY BROUGHT TO GENOA FROM THE CHURCH OF ST. IRENE, CONSTANTINOPLE: 15TH-CENTURY GOTHIC ARMOUR.



PARTLY EDGED WITH BONE: A 15TH-CENTURY SADDLE, POSSIBLY SPANISH.



WITH ETCHINGS OF THE VIRGIN AND SAINTS: A 16TH-CENTURY GERMAN BREASTPLATE.



"BOXED OUT" FOR LANCE-REST: A 15TH-CENTURY GERMAN BREASTPLATE.

In a preface to Messrs. Sotheby's catalogue of the Zouche collection of armour and weapons to be sold on Nov. 10 and 11, Baron de Cosson mentions those previously formed early last century, by Meyrick, Bernard Brocas, Ralph Bernal, Andrew Fountaine, the Earl of Lonsborough, and the Marquis of Breadalbane. "All these collections," he writes, "have been dispersed, but somewhere about 1840 the Hon. Robert Curzon (fourteenth Baron Zouche of Haryngworth) was forming the very interesting armoury which has remained until now at Parham. The great collection of Sir Richard Wallace, and the smaller one of Sir Noel

Paton, were of later formation, and the one now belongs to the nation and the other to the Museum of Edinburgh. So the only one yet existing in private hands is that at Parham, now to be dispersed . . . the last of the great English collections of arms of bygone days that can come into the market." Some of the pieces were discussed by Mr. Arthur Hayden in his "Art in the Sale Rooms" article in our issue of Oct. 30, and he pointed out that the component parts of the Gothic suit of armour illustrated above are not all contemporary: "the pauldrons, one cuisse, and the sollerets are restorations."

COMPLETED JUST BEFORE THE WAR, AND NOW DISMANTLED:

PHOTOGRAPHS BY



DESTROYING THE HUGE GUNS OF THE LABEE TURRET: SEVERING GUN TUBES WITH OXY-ACETYLENE CUTTING APPARATUS.



THE DISMANTLING OF THE LABEE ARMoured TURRET: MEN AT WORK ON THE REMOVAL OF HEAVY ARMOUR PLATES.



SHOWING PART OF THE KIEL CANAL IN THE BACKGROUND: THE REMAINS OF FORT KORÜGEN, ONE OF THOSE DISMANTLED IN ACCORDANCE WITH THE TERMS OF THE PEACE TREATY.

The completion of the work of enlarging the Kaiser Wilhelm Canal, connecting the North Sea with the Baltic at Kiel, so as to admit of the passage of the largest war-ships, was, doubtless one of the determining factors of Germany's policy which led her to begin the war. It was part of the ex-Kaiser's dream of naval supremacy. He was present, with Admiral Tirpitz and other leaders of the German Navy, when the opening ceremony took place, with much pomp and circumstance, at the end of June 1914. The Imperial Home Secretary spoke of the Canal as destined to be "an enduring monument" to the Kaiser's "restless interest in the war-preparedness of the Empire." Its

THE KIEL CANAL—DESTROYING THE FORTIFICATIONS.

PHOTOGRAPH BY



BREAKING UP THE 28-CM. GUNS OF THE LABEE TURRET: ANOTHER VIEW OF THE OXY-ACETYLENE CUTTING PROCESS.



AFTER THE REMOVAL OF THE 45-TON ARMoured TURRET WITH TWO 28-CM. GUNS: THE DISMANTLED LABEE EMPLACEMENT.



ONCE PART OF THE POWERFUL DEFENCES OF THE KIEL CANAL, WHOSE COMPLETION IN 1914 ENCOURAGED GERMANY TO BEGIN THE WAR: ARMAMENT BLASTED AND BROKEN UP AT FORT STOSCH.

reconstruction had cost about £11,000,000. The total length is about sixty-one miles, a few miles longer than the Panama Canal, and the sluices near Holtzenau, at the Kiel end, are the largest in the world. Time has shattered the German naval dream. German naval officers, it is said, are in disgrace in the Fatherland and are unable to find employment there, as the Navy is held to have betrayed Germany and caused her ruin. To-day the Kiel Canal remains, but the proud war-ships that passed through it are seen there no more, and, under the terms of the Peace Treaty, its powerful fortifications have been dismantled and their huge guns destroyed.

BOOKS OF THE DAY

By E. B. OSBORN.

R. L. STEVENSON was a man of action turned novelist, for whom, owing to his wretched health, only the adventures of the imagination were possible. In "THE LIFE OF MRS. R. L. STEVENSON" (Chatto and Windus; 12s. net), by her sister, Nellie Van der Grint Sanchez, we get vivid glimpses of the essential virility of a writer of whom Henry James said (in a letter of condolence hitherto unpublished), "He lighted up one whole side of the globe, and was in himself a whole province of one's imagination." To his wife, a meet partner for such a valiant voyager in the visible and invisible seas of romance, we owe a debt of deep gratitude, for it was her brooding carefulness and keen efficiency in every crisis which gave him fourteen happy years of ever-increasing mastery of the novel of adventure and psychology combined—a mastery which has been carried on and even further developed by Mr. Joseph Conrad. Thanks to her, the life of a chronic invalid, which he likened to that of a weevil living in a biscuit, was widened and made wholesome, first by the double tang of Far Western and Far Eastern romance that is in the air of San Francisco and the other cities of the Pacific Slope, and then by the sense of other-worldly adventure that sparkles mystically in the starry sea-breezes of the Islands. Thus his spirit was fortified to dare and endure, and to live up to his lines of rebellion against an untimely end—

Leave not, my soul, the unfoughten field, nor leave
Thy debts dishonoured, nor thy place desert
Without due service rendered. For thy life,
Up, spirit, and defend that fort of clay,
Thy body, now beleaguered.

In literary matters she was always, too, a wise and heartening counsellor, never exercising over his work a tyrannical censorship of Puritanical "look-see" (as Mark Twain's wife did), and showing him how his style was constantly gaining in strength and directness. She was also his lieutenant in those incursions into Polynesian politics (now finally solved by the elimination of German influence) which earned for Tusiata the fame of a high chief and the greatest tribute of all (p. 225) from "the blind white leper of Molokai," whom Rome should have canonised long ago. It is sad to think that the end came when the immortal fragment, "Weir of Hermiston," had revealed his advance to a power over matter and manner which, could it have been further expressed, would have made him the equal of the very greatest English and French masters of the novel. His was surely one of the happiest matings in the annals of literature—for she whom he celebrated as—

Teacher, tender, comrade, wife,
A fellow-farer true through life,

held in her hands (as he did) the vast orb of man's adventurous living, turning it this way and that, and seeing it flash with prismatic flames like a Queensland opal.

It is easy to trace the man of action in most of our established male novelists. In "THE FOURTH DIMENSION" (Murray; 7s. 6d. net), by Horace Vachell, we have in fact the fruits of a dramatist's long struggle to prevent his play ("Quineys" in this case) from being distorted

beyond all human significance by the various egoisms on the stage—egoisms always at war with one another, yet ever ready to combine against a common enemy, the unfortunate author. I think it must have been the author of "The Liars," who told me that the pains of writing a play were nothing in comparison with the strain,

at times amounting to torture, of producing it aright. Mr. Vachell's story tells us how an amateur actress makes good in the professional game, but in the end flies to her lover through the vast opening across the footlights, which becomes invisible to the people whose whole lives are prisoned in the three-dimensional space of the theatre. Jessica Yeo is as pleasant and clean-run a girl as you could hope to meet, and not one of the other characters—not even the artistic actor-manager—can be said to be sawdust-stuffed.



THE GERMAN MANNER IN WAR MEMORIALS: THE UNVEILING OF A MONUMENT IN POTSDAM TO FALLEN UHLANS.

This memorial "to the fallen of the 1st Regiment of Uhlans of the Guard" (as the inscription reads) was unveiled at Potsdam on October 18. It is the work of Professor Wandschneider.

Photograph by Sennecke.

This novel should be read by stage-struck young people as well as by those who wish to understand the genesis of the Vanbrugh type of artist. There is a man of action, though in a very different sphere, in the writer of "KINDRED OF THE DUST" (Hodder and Stoughton; 8s. 6d. net), the scene of which is laid in a lumber town on the Pacific Slope. Mr. Peter B. Kyne knows the tall timber-limits of Washington and Oregon by heart, and also the men who live by, with, and for them; and his Nan, the daughter of an old sailor located on the great Sawdust Pile at the mouth of the Skookum River (there are whole towns based on

8s. 6d. net), by Gilbert Parker, hardly comes into the category, owing to a superfluity of unessential incident. But it is a thrilling melodrama, and Jamaica a century ago is an environment which will be new to most novel-readers.

We have had several novels of the Revolution which is supposed to be imminent in this country, by those who cannot deduce from a thousand years of history the psychology of the English people. It is an evolution, not a revolution, which is transforming the surface of this insular community to-day, leaving its essential conservatism untouched. [In "WHEN LABOUR RULES" (Collins; 10s. net), which is really the romance of a rose-pink Utopia, Mr. J. H. Thomas truly says that the conservatism of the English working-classes exceeds that of the political Conservatives.] "Anymoon," by Mr. Horace Bleackley, and "The Red To-morrow," by an anonymous author, are two of the most ingenious and picturesque of the anticipations of a revolutionary future for England. But in "THE PEOPLE OF THE RUINS" (Collins; 9s. net), by Edward Shanks, one of the most sincere and delicately musical of our younger poets, the period that lies far beyond the anticipated Revolution is ingeniously realised. Jeremy Tuft, the protagonist, sees the beginning of the attempt to extirpate the "dirty boojwar," and then, by means of a scientific *machina ex Deo* such as Mr. H. G. Wells used to invent, sleeps for a century and a half. He awakes in a London reduced to grass-grown ruins, and finds that a rudimentary civilisation, without art or science, has grown up among the wreckage. This fantasy has probably been inspired by the historical researches of Dean Inge, who has shown us that the *causa causans* of the decline and fall of the Roman Empire and the world's relapse into barbarism was the crushing out of the middle class.

Several interesting volumes of short stories have lately appeared. The most intriguing is "THE SURPRISES OF LIFE" (Eveleigh Nash; 7s. 6d. net), which contains a number of short stories and sketches by M. Clemenceau, cleverly Englished by Grace Hall. The bitter-sweet reasonableness of the original French is admirably caught, and the translator has been no traitor in other respects, for the author's rapier has not become a bludgeon. "Lovers in Florence" is a delightful story of the siege of an unfaithful wife by an inconstant husband, the former being held back by a sense of duty towards her lover; and "Giambolo," which explains why tourists travel, is one of the little masterpieces of French humour. The moral of all these "Surprises" is that the infinite

self-gullibility of mankind is surprising. In "THE TREASURE TRAIN" (Collins; 7s. 6d. net), by Arthur B. Reeve, we have further adventures of Craig Kennedy, the scientific detective who brings to book criminals equipped with all the resources of modern discovery and invention. In comparison with the problems—e.g., the detection of an invisible aeroplane—successfully solved by Craig Kennedy, the most abstruse



THE AMERICAN MANNER IN ALLEGORICAL STATUARY: "THE FOUNTAIN OF TIME," A GREAT WORK RECENTLY COMPLETED BY LORADO TAFT, OF CHICAGO.

"The Fountain of Time," a large allegorical group by Lorado Taft, the well-known sculptor, of Chicago, stands at the western end of the Midway Plaisance. The work, which took years to finish, represents numerous figures "arising from mystery, moving through life, and vanishing in mystery."

Photograph supplied by Topical.

such dumps), is as temperamental as, say, one of Stevenson's pirates. Her love for the local lumber-king's heir is fittingly rewarded, and so a breathless story, full of fine confused fighting, comes to a happy close. Such novels of action and psychology combined are rare for the moment, and "NO DEFENCE" (Hodder and Stoughton;

achievements of Sherlock Holmes are simple sums in rule-of-three. And "HAPPY RASCALS" (Methuen; 6s. net), by F. Morton Howard, introduces us to the crews of two coasting vessels at feud with one another, who might conceivably become as popular as the creations of Mr. W. W. Jacobs were before they became mere magazine puppets.

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LADIES' NEWS.

WE have several royal visitors now—the King and Queen of Spain, whose stay is quite private, and in connection with the treatment of their second son, Don Jaime, who is said to be making a remarkable recovery from defective hearing and speech under an Englishman; Queen Maud of Norway, here on her usual late autumn and winter visit to her own house, Appleton, which is within a short walk across the park from Sandringham; Prince Viggo of Denmark, a smart young Danish soldier-Prince, a younger son of Queen Alexandra's only surviving brother, Prince Waldemar of Denmark, and his late wife, a very clever, wealthy, and charming Orleans Bourbon Princess; and the Duchess of Aosta—always a great favourite with Queen Alexandra—who was married in 1895 at Kingston-on-Thames to the first cousin of the King of Italy (then the Crown Prince), who came over to act as chief supporter to the bridegroom. The Duke and Duchess of Aosta have two sons: the elder has just entered on his twenty-third year and is in the Italian Artillery, in which he did some good soldiering in the war. The Duchess proved herself intrepid in the service of the Red Cross. As a younger woman, she was one of the most beautiful and imposing-looking Princesses in Europe. She is very tall and very fair, and the Duke is a tall and handsome man. Their sons are, I believe, handsome and clever young men.

This is a time of year when we owe it to ourselves to look after our skins. They have been subjected to wind and sun, and are now to enter on the winter of indoor life and heated rooms. In this connection it may be safely said, Look north and south and east and west, you will always find "look home" is best. Beetham's "Larola" has no rival for softening and beautifying the skin and complexion, and it is essentially a home product, prepared in Cheltenham. Any one who knows of its effect on hands and face and neck are its loyal supporters. Larola Lily Bloom and Larola Rose Bloom, respectively a liquid and a powder, are very fine toilet preparations also by Beetham and Sons, Cheltenham, which give brilliance, freshness, and youthfulness to the complexion, and hide any temporary redness, tan, or freckles which are disfiguring in town life.

Furs would be in all our thoughts now even were there no question of coal shortage and only partially heated rooms. Naturally, therefore, woman, who never lacks excuses, urges this extra reason for



A BEAUTIFUL KOLINSKY WRAP.

Kolinsky skins of the finest quality were selected for this coat by the International Fur Store, Regent Street, and its charm was further enhanced by the lining of soft gold brocade.

affording herself a new fur wrap. Those at the International Fur Store, 163-165, Regent Street, would tempt an anchorite—if there were any such—they are so soft, glossy, exquisite in shape and style, and lined with such beautiful and luxurious soft brocades. One of them is illustrated on this page, and is of carefully selected kolinsky skins of finest quality and dyed sable colour. The lining is a superb soft gold brocade, and the effect is quite queenly. In addition to many and varied wraps and coats at the I.F.S. are lovely capes and stoles of Russian ermine, of chinchilla shaded squirrel, of skunk, of fox, of mole, of nutria, of beaver, of any of the favourite furs, and of the very best of them, made up luxuriously in the mode of the moment. A delightfully illustrated list of them can be obtained post-free from the International Fur Store.

Few young people remember the Duchess of Edinburgh, whose death occurred at Zurich. Talking with a lady who was well known in later Victorian society, I found that the late Duchess was a great favourite with Queen Victoria. Hardly any of that august lady's relatives could make her laugh so heartily as this daughter-in-law. She was a first-rate draughtswoman, and her favourite subject was architecture. Some of her drawings of interiors were particularly fine. Like most well-educated Russians, she was a good linguist, and to those who knew her well she was a delightful companion. It cannot be said that she ever attained to popularity in this country. She began badly. The Russian diplomatic circle expected her to take precedence of our Princess of Wales—a thing British people would not tolerate for a second. She was twenty-one, a bride, and had up to then been the petted and spoiled only daughter of the Tsar Alexander II. of 'All the Russias. The Crimean War was too lately in the minds of the English for a Russian to be really liked, and the Duchess was far too proud to seek popularity. During the latter part of the late war keen anxiety was felt about her, as it was believed that she was in Russia at the time of the revolution. If so, she must have escaped to Switzerland. It was her policy to marry her daughters young, and my Victorian friend tells me that she used to chaff Queen Alexandra, then Princess of Wales, for letting her girls enter the twenties without finding them husbands. The death of her only son was a lasting grief to her. Her daughters, all very handsome and fascinating women, are the Queen of Roumania, the Grand Duchess Cyril of Russia, the Princess of Hohenlohe-Langenburg, and the Infanta Alfonso of Spain, who was quite recently a visitor here with her husband. A. E. L.



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SCIENCE JOTTINGS.

THE GREAT WHITE SCOURGE AGAIN.

THE Conference of the National Association for the Prevention of Tuberculosis has sat at Liverpool for several days without coming to any very startling decision as to treatment. It is to be gathered, however, that the consensus of opinion not only in England, but in America (largely represented at the Conference), is in favour of the open-air treatment, in which the patient is kept as much in the fresh air, and even in as low a temperature as possible, instead of in the kind of steam-bath with the shut windows and stuffiness that not very long ago were thought imperative. Another fact which emerged was that patients have a far better chance of recovery when treated separately and as far as may be at home, instead of being herded together in expensive sanatoria, where the surroundings are necessarily as gloomy as possible, and where the patient is perpetually reminded that he and his companions are in all probability only likely to be set free by an early death. One can only hope that the remarks made from the platform to this effect may bear fruit in due season.

With regard to prevention rather than cure, the meeting was far less unanimous. The part played in the propagation of the disease by milk received plenty of attention, and here the English doctors certainly had much to say. One gentleman of great experience in the North said that one half of the cases of crippled infants to which he had devoted himself were tuberculous in their origin; and another that even the sterilisation and "pasteurisation" of milk was no real safeguard against the tubercle bacillus. Another went still further, and declared that the drinking of milk by children after they had acquired their teeth was attended by such dangers that it ought to be stopped altogether; and everyone

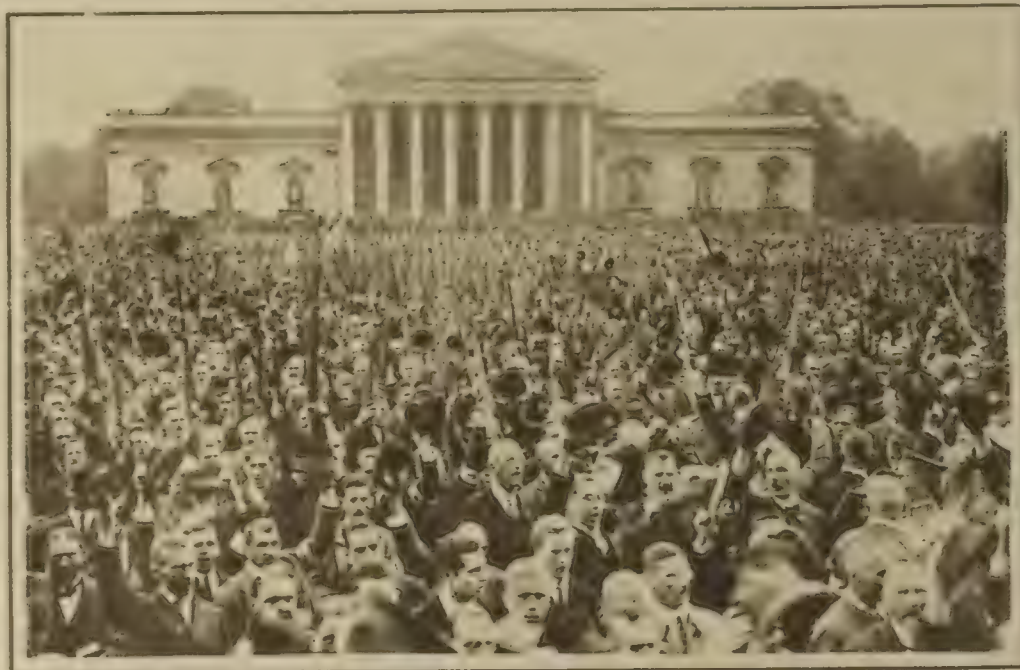
seemed to agree that a tuberculous cow ought to be slaughtered, as soon as discovered, by "superior order"—which does not seem to be the existing state of the law. The law, in fact, requires enforcement as well as alteration; and resolutions were passed asking that the Tuberculosis Order of 1914, providing for notification and other matters, which has been in abeyance since the war, should be put into operation again as soon as possible.

respect, and thought that we had really made a start in the right direction; while the Vice-Chancellor of Liverpool University thought he could guarantee that the disease would be as rare as leprosy if he could apply his own remedy unflinchingly for ten years. As this remedy was the strict and continuous isolation of everyone attacked by tuberculosis, it is hardly likely to be adopted in the present state of affairs; and he admitted that the expense of it would

be enormous. Yet it is along these lines that the advance will probably come, and a stricter form of examination and notification of incipient cases seems the first step in it. In this, at any rate, Dr. Addison and his Ministry of Health have a job ready to their hands, as it should be dear to their hearts; and by the legislation that it is "up to them" to produce on the subject, the new Ministry will be in great measure judged.

On the whole, therefore, we find ourselves back again at the now too-familiar question of over-crowding. Every person with the germs of tuberculosis present in him or her is a perambulating centre of infection—yet how are we to get a chance of isolating this centre when there is not sufficient accommodation for even the healthy and uninfected? When this is the case, and when sufficient houses are provided for young and old alike to live together in comparative decency and comfort, we may proceed to pick out the distributors of disease and to segregate them in such a way that we (so to speak) cut the telegraph-wires of infection. But we are not there yet, and the Trades Unions and the Ministry of Health between them have effectually slowed the pace at which the desired houses were to be produced. Some of the delay may have been unavoidable, but the time is running out, and, unless something be speedily done, more than one of our institutions may find themselves before long on their trial.

F. L.



ANTI-BOLSHEVISM IN BAVARIA: 30,000 RIFLEMEN TAKING THE OATH OF RESISTANCE BEFORE THE PALACE AT MUNICH.

According to information supplied with this photograph, the Bavarians did not, like the Berlin Socialists, deliver up their rifles in accordance with the Peace Treaty, but have organised rifle clubs throughout the country and spend much time in shooting practice, claiming that it is a harmless form of civilian recreation as pursued in Allied countries. The photograph shows 30,000 riflemen at Munich taking an oath to fight Bolshevism in Bavaria.—[Photograph by Keystone.]

These, however, are minor matters compared with the great question before the Conference, which was: What is the possibility of doing away with tuberculosis altogether? As an American speaker pointed out, every tenth or twelfth death was caused by tuberculosis; so that, if this cause were once eliminated, the population of all the countries inhabited by white races would be increased considerably. Lord Glenconner, who presided, was most optimistic in this

that we (so to speak) cut the telegraph-wires of infection. But we are not there yet, and the Trades Unions and the Ministry of Health between them have effectually slowed the pace at which the desired houses were to be produced. Some of the delay may have been unavoidable, but the time is running out, and, unless something be speedily done, more than one of our institutions may find themselves before long on their trial.



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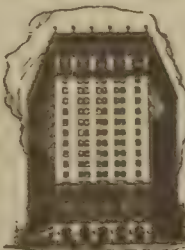
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OUR FRIENDS IN FRANCE.

A LETTER FROM AN ENGLISHWOMAN IN PARIS.

Paris, Nov. 1, 1920.

IT would be idle to attempt to disguise the fact that the action of the British Government in connection with the famous "reprisals" clause of the Peace Treaty has made a bad impression on this side of the Channel. The entire French Press has devoted columns of space every day for the past week to criticisms of the British Cabinet, not only for their action in renouncing their rights under Article 18, but for the manner in which this important decision was communicated to our Ally. And herein, I think, lies the crux of the whole matter. It is, to say the least of it, regrettable that Berlin should have been informed of the decision several days before the news reached Paris, an error of tactics calculated to wound susceptibilities. That the whole matter has been completely misunderstood is only too evident from the tone of the newspaper articles, which, for good or evil, largely influence public opinion in this country; and opinion once formed is difficult to alter in certain sections of the community. Conversations overheard in public places, in trains or in the "Metro," leave no room for doubt that resentment at what is considered disloyalty to her Ally on England's part is both keen and widespread. As a well-known French journalist, noted for his Anglophile leanings, said to me in discussing this latest "incident" between our two countries: "It will take months of patient work to restore the balance of confidence in this country towards England." Alas! he spoke only too truly.

Setting the Louvre in Order. Monsieur d'Estournelle de Constant and his colleagues are to be congratulated on the strides they have made in the gigantic work of reclassifying and rearranging the art treasures of the Louvre, some of the results of which we have been permitted to see in the three new rooms opened this week. Partly owing to the fact that during the five years of war everything was in abeyance, and also to the fact that during those years the collection of pictures and works of art was enormously enriched by legacies, all

of which have had to remain unclassified until now, the work is one which may well occupy some years.

The three new rooms just reopened to the public are devoted entirely to the pure French School, and great taste and knowledge have been displayed in the grouping of the various periods in such a manner as to show them to the best possible advantage.



THE PRINCE OF WALES AND THE DUKE OF YORK AS GOLFERS: THEIR ROYAL HIGHNESSES WITH THEIR INSTRUCTOR, SANDY HERD.

The Prince of Wales played golf at Coombe Hill the other day, his first round since his return from his great tour. He was accompanied by the Duke of York and by Capt. Legh; and the instructor was Sandy Herd, the well-known club professional and ex-champion. The round was not completed, owing to failing light; but the Prince, although not very confident at first, had time to allow his play to settle down.—[Photograph by B.I.]

It is curious how ingrained is the love of Art in the French nature; I have often been struck by the crowds who visit the Louvre, not only on *jours de fête*, but

any ordinary week-day that one may happen to go in for an hour or so. It may be a young man and his wife up from the country and seeing the sights of Paris, or a middle-aged couple enjoying Mme. Vigée Lebrun's masterpieces; or, again, two young men of unassuming appearance gravely studying the early Florentine School, or basking in the smile of "La Joconda." These and many others come again and again to revel in the art treasures of their country. Go to the National Portrait Gallery off Trafalgar Square, and you will most probably find yourself alone in the contemplation of one of the finest collections of portraits in Europe; the crowds outside, ignorant, no doubt, of its vicinity, will hurry by and leave you undisturbed. Go to any *Musée* in Paris, and for every six foreigners there you will find twice as many French men and women contemplating the treasures displayed with real appreciation.

Gallièni's Mémoires.

It is some time since a book has created such a stir in the French capital as General Gallièni's brilliantly-written "Mémoires," in which he discusses, amongst other things, the events which led up to the Battle of the Marne. The famous story of the Army transported to the field of battle in taxi-cabs is retold in these pages with a wealth of detail which makes the most intensely interesting reading. Through these Mémoires the French nation learns, for the first time, the extraordinary measures of precaution that were taken to defend their beautiful city, and with what thoroughness General Gallièni applied himself to his task.

Armistice Day Celebrations.

The beautiful idea of laying the body of an unknown British warrior to rest in Westminster Abbey on Armistice Day has found great favour with the French public, and a movement is afoot to induce the Government to pay a similar tribute to the Army of France by laying an unknown warrior within the precincts of the Panthéon. Not only will the anniversary of Armistice Day be celebrated on November 11, but it will also be the fiftieth birthday of the Republic. Besides the heart of Gambetta, which is to be carried in the procession,

[Continued overleaf]

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Quality is *everything* in Rubber Bands. Not how many you get, but how long they will last is the test of economy.

L. G. Sloan's Rubber Bands, made of the very finest rubber, give by far the longest use. They can be used over and over and over again.

Of Stationers everywhere. Insist on "L. G. Sloan's Rubber Bands."

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Waterman's (Ideal) Fountain Pen

—in three types

Just the Gift for
friends overseas.

Three Types—

"Regular" from 12/6,

"Safety" and "Self-

filling" from 17/6, Nibs

to suit all hands (ex-

changed gratis if not

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Stationers and Jewellers everywhere. Write for illustrated list to:

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The Thief of Beauty

"HOW to stay Time in its relentless course." That is the problem of Beauty. How to prevent those tell-tale lines about the mouth, the flaccid throat, the withering of skin and lips that mark the progress of the years.

Does Beauty know that the enemy most to be feared is not Time but Pyorrhea—a disease of the gums that wrecks the health and brings the brand of age? Pyorrhea begins with tender and bleeding gums. Then the gums recede, the lips lose their look of youth, the teeth decay, loosen and fall out, or must be extracted to rid the system of the infecting Pyorrhea germs that cause rheumatism, anæmia, nervous disorders, and other serious ills.

Four out of five people over forty have Pyorrhea. You can keep this insidious disease away. Visit your dentist frequently for tooth and gum inspection—and use Forhan's For the Gums.

Forhan's For the Gums will prevent Pyorrhea—or check its progress—if used in time and used consistently. Ordinary dentifrices cannot do this. Forhan's keeps the gums firm and healthy—the teeth white and clean.

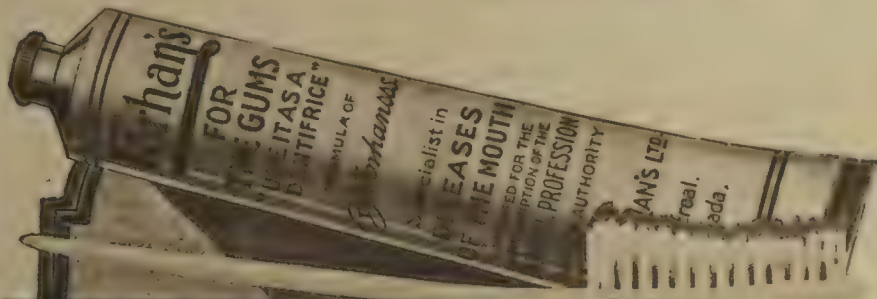
How to use Forhan's

Use it twice daily, year in and year out. Wet your brush in cold water, place a half-inch of the refreshing, healing paste on it, then brush your teeth up and down. Use a rolling motion to clean the crevices. Brush the grinding and back surfaces of the teeth. Massage the gums with your Forhan-coated brush—gently at first—until the gums harden, then more vigorously. If the gums are very tender, massage with

the finger instead of the brush. If gum-shrinkage has already set in, use Forhan's according to directions and consult a dentist immediately for special treatment.

Forhan's comes in one size only, 2/6 a double-size tube; at all chemists.

If your chemist cannot supply you, send to THOS. CHRISTY & CO., 4-12 Old Swan Lane, E.C.4, who will forward a tube for 2/6 post free.



Forhan's
FOR THE GUMS
Checks Pyorrhea

Continued.

there will be the French 1870 flags recently restored to this country by Germany after a long exile; these battle-stained banners will be enthroned under the Arc de Triomphe, with a special military guard.

We are very glad to give publicity to a denial by the National City Bank of New York that it is concerned in an anti-British Steel Combine, as was stated in an article which appeared in the *Observer*, and part of which we quoted in our issue of October 23, under the heading—"The World Against Sheffield: an Anti-British Steel Alliance," with a drawing of the Schneider Works at Le Creusot. By the courtesy of the editor of the *Observer*, we are enabled to publish the following letter from the Vice-President of the National City Bank of New York, Mr. Ernest E. Ling, which appeared also in the *Observer* of October 31.

(TO THE EDITOR OF THE
"OBSERVER.")

DEAR SIR,—We sent to the head office of the National City Bank of New York, in New York, a copy of the article entitled, "Big Combine Against British Trade," and published in the *Observer* of September 27 last, for the purpose of ascertaining whether the statements contained in the article should be denied as publicly as they had been made. We are now authorised to state that there is no ground whatsoever for the statement that the National City Bank of New York is in any way connected with a combine such as forms the subject of the article. The National City Bank of New York feels, therefore, that you will readily do what you can to correct any false impression that may have been engendered by the article. The article was particularly untimely, because the National City Bank of New York has only within the past few weeks opened its branches in London for the purpose of fostering Anglo-American affairs. We are very desirous that our long-standing and cordial relations with the great British banking houses and British trade should not be disturbed.—

Yours very truly,
ERNEST E. LING, Vice-President.
National City Bank of New York, 36, Bishopsgate, E.C.2.
October 26, 1920.

THE PLAYHOUSES.

MISS MARIE LÖHR'S FEDORA. AT THE GLOBE.

EMOTIONAL rôles which genius has rendered more or less classical in the playhouse are not, of course, the monopoly of an older generation. What one likes—and liked from the start—about Miss Marie Löhr's acting in "Fedora" is her honest and gallant

him in revenge for his supposed crime. But though the plot has made the heroine here, and not the heroine the plot, and so her impersonator has throughout to fight against an audience's scepticism, it is possible for art which has sufficient abandon and intensity to secure for Fedora's double-mindedness provisional tolerance; and last Saturday evening Miss Löhr put all her heart and soul into her performance, and so gradually conquered conviction. Just at first it

looked as if she might not have the physical strength for her ordeal, as if so gentle-seeming a creature could not command the illusion of implacability; this Fedora's grief was hardly tempestuous enough to augur well for the storms of emotion she had later on to encounter. But naturalness stood so natural an actress in good stead, and doubt gave place to astonishment that the thing should be so well done. The Loris, Mr. Basil Rathbone, if a little inclined to excess, is notably good in the last act. Mr. Allan Aynesworth is delightfully urbane as Jean de Sirieux; and a little gem of comedy portraiture is supplied by Miss Ellis Jeffreys in a part which was once surely Lady Bancroft's.



THE GATE OF HONOUR AT MILL HILL SCHOOL: GENERAL LORD HORNE AT THE CONSECRATION AND OPENING—THE "LAST POST."

A Gate of Honour, in memory of the Old Boys of Mill Hill School who gave their life in the European War, was consecrated and opened on October 30. General Lord Horne opened it. At the close of the ceremony trumpeters of the Middlesex Regiment sounded the "Last Post." That moment the photograph illustrates.

Photograph by Newspaper Illustrations.

struggle with all the phases of the heroine's complex personality. It is true that the complexities in this case are crazily absurd—that no woman could ever be, as Sardou shows Fedora, half in love with a suitor she deems an assassin, yet resolved to trick and betray

dant and beautifully reproduced. Altogether, it is a very cheap shilling's-worth. The subscription rate, including postage for the British Isles, is fifteen shillings per annum. The publishing offices are at Rolls House, Bream's Buildings, Chancery Lane.

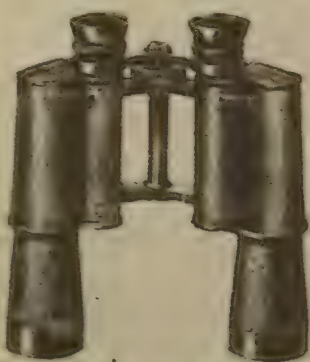
House and Garden, an illustrated monthly magazine dealing with domestic architecture, furniture, house-craft, and gardening, has hitherto reached British readers by way of the United States. The November number is the first of a new British edition, which takes the place of the American edition previously issued here. It has a charming cover design in colour by W. George Brandt, and the contents include numerous articles of interest to owners of houses large and small. The illustrations, mostly photographs, are abundant and beautifully reproduced. Altogether, it is a very cheap shilling's-worth. The subscription rate, including postage for the British Isles, is fifteen shillings per annum. The publishing offices are at Rolls House, Bream's Buildings, Chancery Lane.

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The Most Powerful PRISM BINOCULARS ever manufactured.



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AITCHISON & Co., whose name is of world-wide repute as designers and manufacturers of high-grade prism binoculars, are the only makers who have succeeded in producing prism binoculars magnifying up to 25 diameters.

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With ordinary care ICY-HOTS will last a lifetime. Each ICY-HOT is

BUILT FOR LIFETIME SERVICE

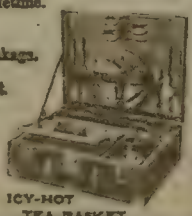
A heavy coiled spring and pad protect the glass filler against breakage. Easily cleaned; absolutely sanitary.

ICY-HOT TEA BASKET shown at right contains complete luncheon equipment. Take one with you on your next outing.

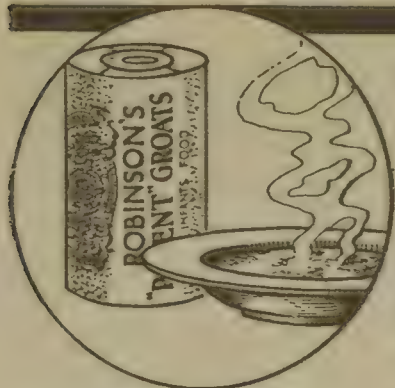
Look for Name ICY-HOT on Bottom Sold by Chemists, Ironmongers, Drapers and Stores.

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Healthy childhood is dependent upon nourishing, body-building food. For growing children, from the time they are weaned, there is nothing to equal ROBINSON'S

"Patent" GROATS. It possesses valuable flesh and bone-forming properties and is extremely nourishing and easily digested.

Robinson's "PATENT" Groats

Also excellent for nursing mothers, Invalids and the Aged. Recommended by the Highest Medical Authorities.

Send 3d. (in stamps) for Booklet "Advice to Mothers" to

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To keep your car always clean and well polished, free of scratches and dirty spots, go over it occasionally with Johnson's Prepared Wax. It is easy to apply and takes very little time. Johnson's Prepared Wax is used by over 10,000,000 motorists throughout the world. If you are already using it you know there is nothing that can equal it; if you are not, just give it a trial—you will be surprised with the good results.

Write for our Booklet, "Keep your Car Young"—it's free.

Johnson's Prepared Wax

(Liquid and Paste)

For the Home

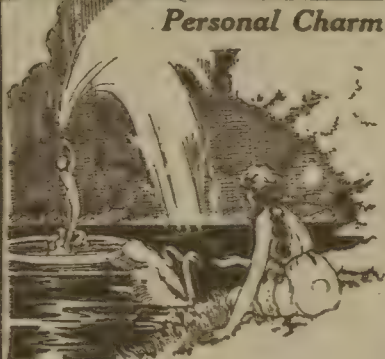
Johnson's Prepared Wax gives a beautiful finish to furniture, linoleum and woodwork of all kinds. It cleans and polishes at the same time. It improves dull-finished furniture as well as glazed furniture. It is a necessity in every home.

Johnson's Prepared Wax is sold by most dealers. If yours cannot supply you, send us stamps or postal order for 2/6 and we will supply you—postage prepaid.



S. C. JOHNSON & SON, West Drayton, Middlesex.

Personal Charm



PERSONAL charm, so necessary to success in every social activity of life, depends to a great extent on a clear and delicate complexion. It imparts to its fortunate possessor a sweet attractiveness that compels admiration. The knowledge of its perfection gives her additional poise and makes her mistress of every occasion.

The daily application of Field's Fleur-de-Lys Vanishing Cream is the best and safest way of obtaining a beautiful, delicate complexion. Field's is a non-greasy cream that entirely vanishes by absorption. It effectively protects the skin, nourishing it and keeping it delightfully soft, supple and white.

Field's FLEUR-DE-LYS, Vanishing Cream

Field's Fleur-de-Lys Toilet Cream is a non-vanishing skin food for night use. Gently massaged into the skin before retiring, it keeps the skin in ideal condition and the complexion clear and delicate.

Field's Fleur-de-Lys Face Powder. A daintily perfumed finely-sifted powder, that adheres readily and effectively softens and protects the skin. In Naturelle, Blanche and Rachel.

J. C. & J. FIELD, Ltd., London, S.E.1.
Estab. 1642 in the reign of Charles I.

FIELD'S FLEUR-DE-LYS SERIES

Vanishing Cream 1/3
Toilet Cream 10d.
Face Powder 1/9
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The series with the black and gold diamonds.
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"Just like New." Don't delay—send along at once to WALTER CURRALL & CO., 6, Broadway, Ludgate Hill, London.

Beware of Imitations. Established 1903.

Post it to Pullars

We pay
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That batch of old Gloves—Kid, Suede, Reindeer, and other kinds—successfully cleaned and where necessary retinted. Small tears, missing buttons, and other defects made good. Send to any Pullar Branch or Agency, or post direct to PULLARS'

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GENERAL SIR GEORGE GREAVES writes:—
He cannot absolutely be without Pinelyptus Pastilles.
FOR ASTHMA, CATARRH, COUGH.

PINELYPTUS PASTILLES

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FOR VOICE, THROAT, CHEST.

Act like a charm.

A boon to Speakers, Singers, Teachers, Travellers.

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MENDING TAPE.

Makes torn music as good as new. Transparent, gummed, invaluable for preserving and protecting documents.

Write to Dennison Manufacturing Co., Ltd., Dept. 7, Kingsway, London.

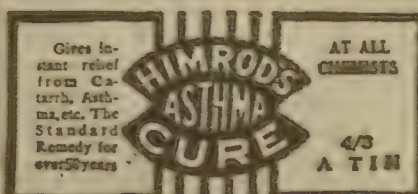
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Hindes' HAIR TINT for Grey or Faded Hair

Tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. Medical certificate accompanies each bottle. It costs 2/6 the flask. Chemists and Stores everywhere, or direct—

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Send a post card to-day for a copy of "Aids to the Beautifier." It will be mailed to you entirely free of charge.



Gives instant relief from Cough, Asthma, etc. The Standard Remedy for over 50 years.

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GUARANTEED OR MONEY REFUNDED.
MOTHERSILL'S REMEDY CO., LTD.,
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Travelling Overseas should
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SEA SICKNESS

MOTHERSILL'S SEA-SICK REMEDY is invaluable. It POSITIVELY PREVENTS & CURES SEA, AIR, & TRAIN SICKNESS. No bad after-effects.

Goddard's Plate Powder

Sold everywhere 6/- 12/- 18/-

J. Goddard & Sons, Station Street, Lancaster.

THE CHRONICLE OF THE CAR.

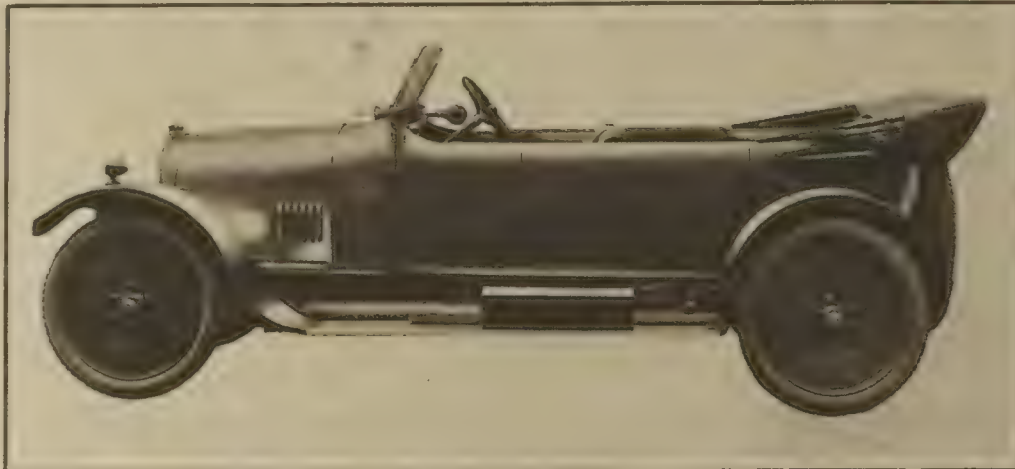
More Things at the Show. There is so much of interest to be seen at the Show, that one longs for twice the amount of space at disposal in order to touch upon them. As that cannot be had, I must content myself with drawing attention to a few exhibits which have not been dealt with in the Supplement, with the promise that any which may seem of outstanding merit and which are neglected this week will be noticed in the next issue of *The Illustrated London News*.

The Buick "Six." If one were asked the name of the American car which has attained to

the highest popularity among British motorists, the Buick "six" would come very near the place of honour. Indeed, if one excepts the Ford, I should say that the Buick is the American car here, in point of numbers and all-round popularity. And right well it has deserved its place, for it is a really high-class car, and its price is withal moderate. That being so, the Buick stand at Olympia will be a centre of attraction to the critical motorist who knows a car of parts when he sees it. The new car is improved as compared with that of last year, several minor improvements having been incorporated in the design. There are six models—three closed and three open—making it possible to apply the Buick standard to every individual requirement. The exhibit includes examples of the five-seated open car, the two-three-seater, seven-seated touring car, and a limousine type. The stand number at Olympia is 128.

The Angus-Sanderson. For the second year in succession that much-talked-of car, the Angus-Sanderson, is to be seen at Olympia, at Stand No. 96. Since it was exhibited last year it has made good in the hands of its users, and although, like all new cars, it has had its infant troubles to contend with, these have all been successfully overcome, and it may be said in truth that it has arrived at a stage when it may be said to be a very good car indeed. Output, I am told, is steadily

increasing, and prospective purchasers are assured by the makers that they can secure promise of delivery without fear of the vexatious delays which have been such a common feature of the motor trade during the past year. Which is something for which to be thankful! Inspection of the new car shows that it has been very much improved during 1920, both as to chassis details and body-work. The rating of the Angus-Sanderson—rather an important matter in these days of almost unlimited taxation—remains at 14.2 h.p. Petrol-consumption is given as an average of 25 m.p.g., though I myself have had much better than that on one of the first series delivered. I should say that it was quite safe to rely upon the average given by the makers. One thing I am glad



AS SEEN ON STAND NO. 96 AT OLYMPIA: THE NEW 14.2-H.P. ANGUS-SANDERSON CAR. The new Angus-Sanderson has been much improved this year, both as to chassis and body-work, and is now a very good car indeed. Output is steadily increasing. Its petrol-consumption is given as 25 m.p.g.

to see is that the terribly ugly corrugated disc wheels have been dropped in favour of pressed-steel wheels of the artillery type. This detail very much improves the look of the car. Besides, I have found the other type to be terrible dust-raisers. I like the look of the new Angus.

The "Noiseless Napier." When the new six-cylinder Napier was introduced a year ago, there were many who preserved an open mind on the question of whether an engine so reminiscent of aero-motor practice as the Napier was likely to give the same satisfaction as the more conventional motors hitherto associated with the name. I rather imagine these critics forgot that the firm had had considerable experience of aero-

engines during the war, and were thus in a better position than most to judge whether it was advisable to apply the lessons learned thus early to car practice. The answer to the implied query is that the new Napier has done all and more than was expected of it by its designers, and is maintaining its popularity well. Of course, it is not everybody's car, inasmuch as its price puts it beyond the reach of all but the wealthy. Still, it costs nothing for the Show visitor to halt and admire a chassis which is certainly possessed of features which put it well in advance of current conventional practice. The exhibit consists of a polished chassis, a saloon-landaulette, and a very handsome saloon, the coachwork on both the finished cars being provided by the Cunard Company. The Napier stand number is 89, at Olympia.

The Oldsmobile "Eight."

Nearly twenty years ago a quaint American car, with a slow-running single-cylinder engine of 5 h.p., became very popular in this country, and a number running into thousands were sold, mostly with great satisfaction to those who bought them. This was the first Oldsmobile. The "Olds" of to-day is a very different proposition, with its eight-cylinder "V" engine and silent transmission. As a matter of fact, this new Oldsmobile is one of the best of the American contingent, and is rapidly coming into favour among those motorists who want the advantages of a multi-cylinder motor, with all its smoothness

of running and even torque, at a comparatively moderate price. The seven-seater, which is to be seen at the Show, is a really taking car, and should be examined by every visitor whose tastes lie in the direction of its class.

Novelties at Brown Brothers. One of the most interesting stands at the Show is always that of Messrs. Brown Brothers, which this year is in the gallery and is numbered 179. Here one can always see all that is latest and best in the multitudinous accessories for the car, the possession of which makes for our comfort and safety when motoring. One of the principal of these is the "Duco" grease gaiter, for encasing the

(Continued overleaf.)

Wolsey NOW!

WHEN you come to count the cost of Wolsey Underwear, it's as well to count the cost of all the ills and chills that Wolsey surely saves. The pure wool of Wolsey next your skin is like a resident physician, ministering always to comfort, health, well-being, paying for itself again and again.

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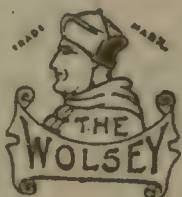
The makers of Wolsey are the only Underwear-makers in Britain who 'do it all'—spin the yarn, make, trim, finish, pack and distribute. The economies thus effected enable them to offer a concentrated Value not possible in any other circumstance.

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The Best the World Produces

There are Wolsey garments for men, women and children, and every trade-marked garment is sold on the understanding that, should it shrink in wash or wear, it will be replaced free. If you have any difficulty in obtaining, write the manufacturers, who will put you in touch with the nearest retailer.

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Great Olympia Show Offer

We will supply
FREE OF TAX
until December 1921, all new

Maxwell
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Cars

bought for cash from us or our recognised distributors at our current list prices, as below, from this date until November 30th, and will present with each Car a

Twelve Months' Free Insurance Policy issued by Premier Motor Policies at Lloyd's.


Full particulars on request.

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CHALMERS - - " £795

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MAXWELL MOTORS, LTD., 116, Great Portland St., London, W.1.



Scripps-Booth

The Scripps-Booth offers to discriminating motorists all the beauty and luxury of a heavy car with all the operating economy of a light one.

Distinctive body lines convey a suggestion of speed and power which is borne out in actual service by the performance of the dependable six-cylinder engine.

To this unusual combination of individual design and superior mechanical features is added the remarkable saving in fuel and tyres effected by light-weight construction.

GENERAL MOTORS LIMITED
THURLOE PLACE • LONDON S.W.7.



Continued.

suspension springs. By their use mud and dirt are kept from the springs, which do their work in a permanent grease bath that gives an almost unbelievable ease in riding. A very useful device, too, is the new mechanical tyre pump, which is to be seen in operation. Another very good line is a new flush-fitting dashboard clock of the eight-day type, which is not only handsome in appearance, but, as I know from using one on the car, is an excellent

chassis frame. The suspension has received especial attention, and very long cantilever springs are employed behind, while extra leaves have been introduced both in front and rear springs. The final drive is now through helically cut bevel gears. No substantial changes have been made in the engine, though aluminium pistons have been adopted, with two upper rings and a "scraper." Everything about the engine and chassis generally is clean and readily accessible.

The Talbot-Darracq is undoubtedly one of the most interesting chassis in the Show.

The Cadillac.

I should not like to venture on a statement of how much real pioneer work has been done by the designers of the Cadillac. From the time

never been in the smallest degree an experimental car. Its designers have always been careful to test out their theories very thoroughly before embodying them in the car, and hence the Cadillac has always been a centre of interest at the Show. It is no less so this year, and the cut-through chassis, which shows how each detail is made and how it works, is one of the principal attractions of Olympia. It should certainly be seen, to say nothing of the very handsome completed cars which also figure on the Cadillac stand.

The Talbot Exhibit.

The Talbot exhibit, on Stand 86 at Olympia, consists this year of three cars, all of the 25-h.p. type.

These are a landaulette, very neatly finished in blue; a saloon-landaulette, and an open touring car, also painted and finished in dark-blue. It had been intended to show a completely new model, namely, the "Fifteen," but I am told that, in consequence of the existing labour troubles, it has been found impossible to complete it in time for the Show. This is more



WITH HOOPER BODY: A ROLLS-ROYCE TOURING-CAR.

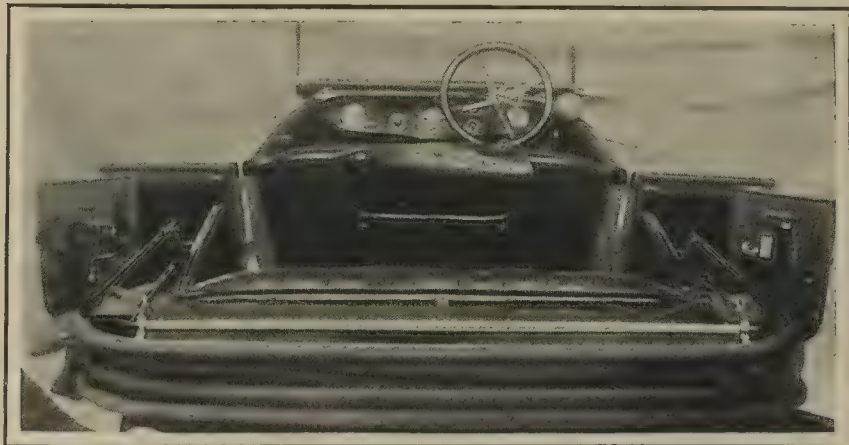
The body is by Messrs. Hooper and Co., of 54, St. James's Street, Piccadilly.

time-keeper and very good value at 95s., the price at which it sells. It would be useless even to attempt to detail the accessories of major interest at this stand, and the best advice that can be given to the Show visitor is to go there and see for himself. If he cannot see anything he wants, then his car must indeed be completely equipped.

Talbot-Darracq.

The eight-cylinder Talbot-Darracq which appears at Olympia this year is the first of the production series of the model shown a year ago. It has in several ways been improved in detail and brought up to date. Probably the most interesting of these improvements is the fitting of front-wheel brakes. No compensation is provided for these brakes, but they are so balanced that in braking on corners with the pedal mechanism both rear brakes come on together with the inside brake on the front. Normally, the pedal brings on all four brakes, while the hand lever operates only the rear wheel brakes. The power and transmission unit is differently arranged in comparison with last year's practice, and is suspended at four points to the

of the introduction of the little single-cylinder 6-h.p. Cadillac in 1903 to the present time, this fine American mark has been kept well up in the van of automobile practice, and has very often been well ahead of contemporary design. For example, I think I am right in saying that the Cadillac was the first car to be seen in England fitted with an electric engine-starter. Our own manufacturers waited until it had proved itself to possess the dependability claimed for it, and not until they were satisfied of this, and of there being a public demand for it, did they come into line. Again, I think the Cadillac was the first car seen here with dynamo lighting. It was also the first which had a magnetically controlled change-speed gear. Although the Cadillac has pioneered a great deal of what is now current practice, it has



SHOWING THE NEW POCKET BEHIND THE FRONT SEATS, AND TOOLS IN THE SIDE DOORS: A 12-H.P. ROVER CAR.

than a pity, for the Clement-Talbot Company intend to standardise this model for 1921, and, from all I hear, it should be a very interesting car. One always looks for something out of the ordinary from the famous works at North Kensington, and it would seem to be no fault of those who direct their policy that we are to be disappointed this year. Possibly this new model may see the light at the Scottish Show in January? As to that, however, I have no definite information.

W. W.

These fine OVERALLS look smart and save your Dresses

FRAZERTON OVERALLS give perfect protection to the dress—are "roomy" enough to be slipped on and off in a moment—place no restraint whatever upon the activities of the wearer—and when soiled can be washed without trouble and "done up" like new.

Look at the illustration. See the fullness of the skirt, the freedom in the sleeves, the useful pocket. Note the really serviceable character of the design; there is nothing fanciful about it to hamper your movements, yet it has a well-defined style and attractive appearance that makes it a pleasure to wear.

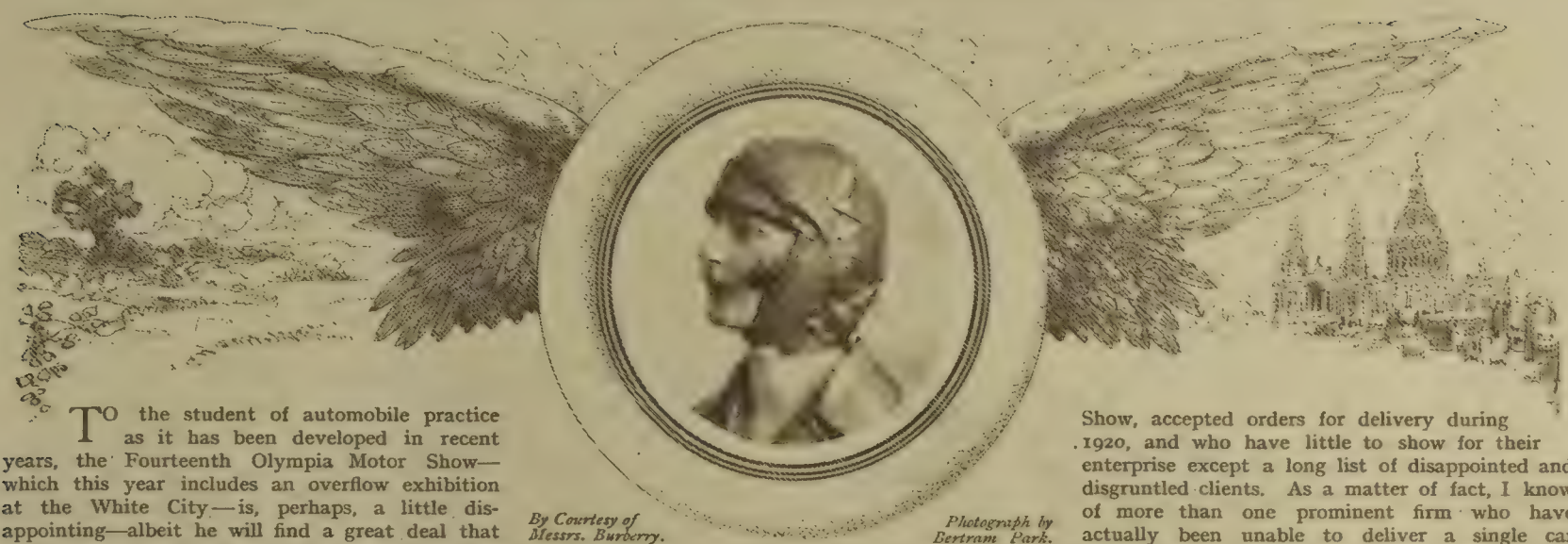
Then again, every Frazerton Overall is double seamed throughout; the stitches cannot rip and there are no raw edges to fray in the wash; they are made from good durable material, and so well finished that they might almost be called reversible. Finally, every Frazerton Overall is Guaranteed. See the Frazerton Tab on the collar-band of every one you buy—none genuine without it.

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OVERALLS
"As good as Frazerton Aprons."



Frazerton Overalls are made in six styles and at six prices:—"HILDA" 16/6; "EMILY" 17/6; "JEAN" 18/6; "ELSIE" 19/6; "JESSIE" 20/6; "LAURA" 21/6. Colours:—Blue, brown, mauve, rose, green, navy.

FROM LEADING DRAPERS AND STORES FREE.—If your draper does not stock these overalls, write for Style Chart, Cloth Sample Book, and name of nearest agent to FRAZER & HAUGHTON Ltd., Cullybackey, Co. Antrim, Ireland.



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Messrs. Burberry.

Photograph by
Bertram Park.

THE 14TH INTERNATIONAL MOTOR EXHIBITION

Olympia and the White City—Nov. 5-13.

TO the student of automobile practice as it has been developed in recent years, the Fourteenth Olympia Motor Show—which this year includes an overflow exhibition at the White City—is, perhaps, a little disappointing—albeit he will find a great deal that will interest and inform. The year that has gone by since the last Show has been one of unexampled difficulty for the British motor-car manufacturer. To begin with, there is no doubt the industry, in common with all other trades and industries which had been for five years concentrated on the great task of winning the war, completely under-estimated the tasks which confronted them in turning over from war to peace production. It is possible to find excuses for this under-estimation of the difficulties. The adaptation of works and plant to the work of producing munitions of war had been more or less gradual, and had been accomplished with the minimum of apparent disorganisation. I say apparent, because it is not, on the face of it, a difficult thing to set going machines on, let us say, shell-making, that are eminently adapted for the job. In the first instance, it merely means a change in tool-setting and that dealing with pieces of metal which are somewhat different from, say, cylinder castings which the same machine had been working on before the war began. Neither is it an apparently difficult task, or a very lengthy one, to rearrange a single machine-shop. It was in the piecemeal manner indicated that the motor industry turned over from its peaceful pursuits to the work of producing the material of war. By the end of hostilities every factory in the country had been turned completely upside down, but the change had been so comparatively gradual that I doubt if any single manufacturer realised how great it had been.

The consequence was that they all more or less visualised the changes that would have to be made in getting back to their normal work as something that could be easily accomplished, and which could be completed in a matter of months at the most. As a matter of fact, it was found that the arrangement of plant which was admirable for the production of shells was absolutely hopeless from the point of view of economical manufacture of cars; and, instead of the re-arrangement taking months, it has literally occupied years, and it is only now that most factories have reached a stage of organisation at which it is possible to say that they are able to produce as we know production should be carried on if cars are to be sold at anything approaching an economic price.

Again, the year has been one of continually recurring labour disputes and troubles. Wages have been constantly increased, and, as in other

industries, each increase has been automatically followed by a fall in production. There are, I know, a few exceptions to the general rule, but this holds good of most firms concerned in the industry. It is not only that the motor industry has had its own troubles to contend with, but its productive activity has been curtailed by similar troubles in other directions. This reflex is inevitable in the case of an industry like the motor trade, which depends so largely upon partially manufactured materials supplied from outside.

Show, accepted orders for delivery during 1920, and who have little to show for their enterprise except a long list of disappointed and disgruntled clients. As a matter of fact, I know of more than one prominent firm who have actually been unable to deliver a single car during 1920. I should not be disposed to acquit such firms of all blame for such a situation. It should surely have been possible for them to see far enough ahead a twelvemonth ago to have saved them from so flagrant a stultification of their programme; but at the same time, knowing the terrible difficulties which had to be encountered, I should not blame them overmuch. They have had, and have now, quite enough to contend with, apart altogether from outside criticism of their failures. It is, further, something to their credit that no single firm in the industry has been able to catch up with its promises; so that, after all, the matter is merely one of degree.

The main effect of all these adverse circumstances, judged from the point of view of the critic, is that the cars which are to be seen at Olympia and the White City are substantially

the same as those we saw a year ago. There has never been a year in which so little progress has been made in design. Let me hasten to say that I do not think this is anything to be grieved about. After all, in its essentials the motor-car has arrived at something very nearly approaching finality so long as nothing arises completely to revolutionise what we now regard as accepted practice. There is really very little difference, in so far as appearance is concerned, between the chassis of 1914 and that of 1920. True, the observant student can discern very many detail changes and improvements. The point I desire to make is that, so long as we adhere to the conventional four or six-cylinder vertical motor with the equally conventional three or four-speed gear-box, and the shaft drive to a live axle, there is practically no room for radical departures. Of course, there are improvements. For instance, take the final drive. Before the war by far the larger percentage of cars embodied the plain bevel drive. Improvements in gear-cutting machines have resulted in a much greater vogue of the helical type of tooth for driving bevels, which is very much superior in silence and efficiency to the plain type.

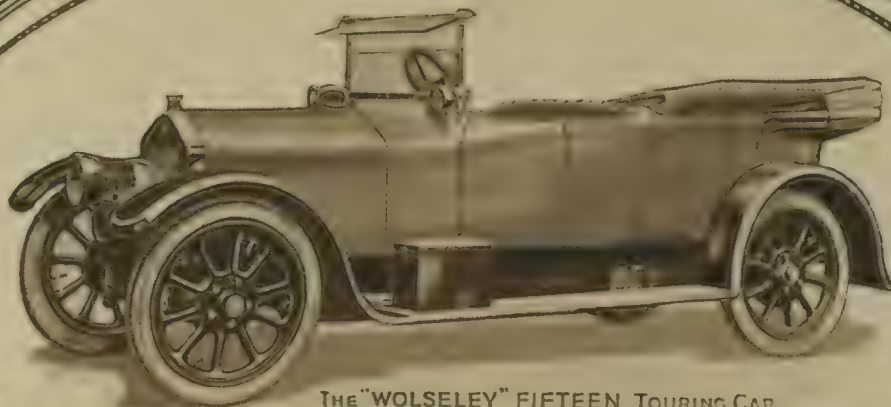
One might take several other detail examples of improvement, but this one illustrates admirably what I mean when I say that basic design has reached a stage of relative finality. Nor can I see how change can be made until some genius discovers some better and more efficient prime mover than the high-speed internal-combustion motor which now drives our cars.



WITH BEAUTIFUL BODY LINES: A 40-H.P. SIX-CYLINDER LANCHESTER TOURING CAR, TO SEAT FIVE.

For example, no firm in the country makes its own electrical equipment, and it therefore follows that trouble in the electrical trade must mean that there will be hundreds of chassis, completed except as to electric equipment, held up in the factories until the dispute has been settled and this equipment is again forthcoming.

These and other causes have conspired to make the past year one of virtual stagnation so far as concerns improvement in design, even in detail. This must obviously be so, when we recollect how many firms there are who exhibited at last year's



THE "WOLSELEY" FIFTEEN TOURING CAR.

"Power with Economy."

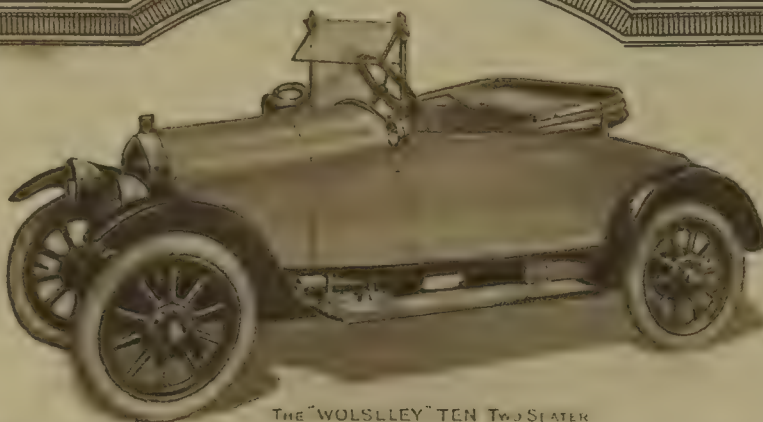
THE Three "Wolseley" Models, the TEN, the FIFTEEN, and the TWENTY, have been the outstanding successes of the year. The remarkable manner in which they combine high speed and great hill-climbing power with low running costs has evoked a chorus of praise from experts and satisfied owners. The cantilever springing, too, makes travelling delightful even over the roughest roads, whilst their grace of line and exquisite finish appeal to every eye.

Each model has firmly established itself as a leader in its class, and the discriminating purchaser will quickly realise that the new "Wolseleys" are the best value ever offered to the motorist.

"WOLSELEY"

WOLSELEY MOTORS, LTD.,
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LONDON: York Street, Westminster, S.W.1

Stand No.
62
OLYMPIA.



THE "WOLSELEY" TEN TWO SEATER

DEXTER

There is one direction of design to which I referred last year, and that is the adaptation of aero-motor practice to the car engine. For some reason or other, this does not appear to have caught on, and up to the present I have not seen anything new in the way of cars embodying this practice. At last year's Show the Napier, the Armstrong-Siddeley, and the Straker-Squire were outstanding examples of the embodiment of aero-motor lessons in car design. I am able to say that I know, from personal acquaintance with all three of these undoubtedly fine cars, that the boldness of their designers has been justified in practice. A year ago I had rather an open mind on the question. Now I know, as a matter of proved fact, that each has fully come up to the anticipations of those who were responsible for radical departures which many more than myself thought daring experiments. That aero practice has really made very little impression on the industry is to be gathered from the fact that one or two cars which were obviously born of experience with aero-engines during the war have dropped out of the running and will not be seen at the Show this year, if ever again. The fact of the matter seems to be, that it is only firms who had lengthy experience of aero-motor construction during the war, and who were thus familiar with the pitfalls to be encountered, who are really able to adapt their practice to the car. The three I have mentioned have succeeded admirably. Others have not been as fortunate.

Although, as I have said, the models for 1921 are generally those which were demonstrated to us as those for 1920, there are several new cars to be seen. For example, Crossleys show a new 19.6-h.p. model which is absolutely fresh. I shall have something more to say about this car when I come to deal in detail with the more interesting exhibits. Further, after a critical inspection of such new cars as have been available before the Show, I think it is possible to say that there is a general improvement observable—due, no doubt, to the fact that a year ago things had to be done while factories were still in a state approaching chaos, whereas to-day they are done in an atmosphere of proper organisation. Twelve months ago, too, the skilled men in the works had hardly had time to forget the methods of war production, and there was thus observable a regrettable want of attention to detail and an absence of that painstaking finish for which the British chassis has always been famous. Now the workers have got into their stride again, and even though production has been lessened, owing to shorter hours of work, better detail work is being done, and the higher grade chassis is once more a pleasure to the critical eye of the expert.

A Word on Equipment.

Referring back to what I wrote last year on the question of the equipment of the car, I find I remarked upon the universal vogue of the electric engine-starter, and ventured a word of criticism on the universality of its use. I am still of opinion that the manufacturer of the small car up to, say, 11.9-h.p. is wrong in adopting it as a standard fitment of his vehicle. It is a costly accessory, and one that very many prospective car-owners are quite willing to do without. I think these manufacturers would do well to remember that every £50 they add to the prices of their cars means a narrowing of their markets. There is no such thing as a cheap car nowadays. The vehicle that could be sold in 1914 for £200 now costs at least £450 to £500, and every extra accessory means higher cost. Obviously, there are more people who can spare £400 for the purchase of a car than there are who can

spend £500, and I think the maker who will give his clients the choice of taking his small car with or without the starter will be surprised at the number who will elect to save the £50 or so which represents the difference and do without the luxury of the starter. I agree that when one gets up into the horse-powers the starter is a necessity; but it is certainly not so essential in the case of the little fellows. My own car is an 11.9, sans starter, and, truth to tell, I have never felt the need of it. I am sorry if I am treading on anybody's corns, but I really do not view with any particular favour the universal vogue of an expensive electric fitting on such cars as those of, say, 9.5 rating. If anybody wants it, he can have it fitted as an



SHOWING THE DOUBLE TOP OF THE WIND-SCREEN TO PREVENT RAIN DRIVING IN, AND THE TALLER RADIATOR: THE NEW HAYNES FIVE-PASSENGER SALOON MODEL.

extra. If he does not, he can save a considerable amount of money by doing without it.

SOME OF THE EXHIBITS.

Luxurious Lanchesters.

To the left of the main entrance of Olympia, in the second gangway, there is Stand No. 116, occupied by the Lanchester Motor Co., Ltd. The new type 40-h.p. six-cylinder Lanchester car is now familiar to all motorists, and although it differs very considerably from the pre-war type of Lanchester production, it still embodies many features that will be remembered; in fact, there are features of this 1920 car that have been handed down from its early ancestors, such as the epicyclic silent change-speed gears, the Lanchester

"V" front wind-screen, with seating accommodation for seven; and when examining the coachwork it is interesting to remember that, like the chassis and power unit, it is designed and built in the Lanchester works. Also exhibited is a 40-h.p. six-cylinder chassis showing the exceptionally clean design of the power unit, which comprises the engine, change-speed gear-box, clutch and brake. The overhead valves and mechanism are disclosed to view through apertures cut in the aluminium cover. The "lay-out" of the valve mechanism is very interesting, and is a change from the more or less conventional design. The valves themselves are slightly inclined from the vertical, allowing the overhead cam-shaft to lie between, and are operated by short rockers. The cam-shaft is driven by a vertical shaft and worm-gear from the crank-shaft. A system of forced lubrication keeps the cam-shaft and rockers well supplied with oil. The base chamber of the crank-case is removed and a mirror placed on the floor reflects the crank-shaft and connecting rods, and also lay-shaft, the function of which is to drive the auxiliary components, the electric starter, lighting generator and oil pump, which are designed integrally with the engine, the dynamo and starting motor being vertically disposed side by side. From both the technical and non-technical point of view the exhibit of the Lanchester Company forms, as usual, one of the most interesting features of the Show.

Sunbeam Improvements.

Sunbeams are, of course, at Olympia, their stand number being 79. They show their two standard models—namely, the 16-h.p. four-cylinder, and the six-cylinder car of 24 rated h.p. Of the first-named there is a five-seated touring car and a four-seated "semi-sporting" model. The "twenty-four" is represented by a stripped chassis, and a very handsome saloon, of the interior-driven type, with five seats.

The general lay-out of the two standard Sunbeam chassis does not differ materially from that of the past season's models, the company holding that it is wiser to improve upon a good model rather than to attempt drastic alterations in design in an endeavour to be in advance of the times. The Sunbeam chassis, both in the case of the 16 and 24-h.p. models, nevertheless, show many new features in detail.

To take the 16-h.p. chassis first: the power unit is a four-cylinder monobloc engine having cylinders 80 by 150 mm. bore and stroke, the water-jacketing allowing for a specially large water circulation space.

Cast-iron pistons are retained, as generally satisfactory. The hollow crank-shaft, of ample diameter, carried on five die-cast white metal bearings, drives the cam-shaft direct through a silent chain. The valves are situated all on the near side of the cylinders, to which they are slightly inclined; and the whole of the valve mechanism is completely enclosed and extremely silent in operation. The engine has a very substantial aluminium crank-case, which is attached directly to the main frame.

Lubrication of the crank-shaft bearings and of the big ends is forced by means of a gear-pump circulating oil through the hollow crank-shaft. Splash lubrication is relied upon for the cam-shaft bearings and



SUPPLIED TO HIS HIGHNESS THE JAM SAHIB OF NAWANAGAR ("RANJI"): A 24-H.P. SUNBEAM LIMOUSINE-LANDAULETTE.

patent worm drive, live axle, wire wheels, forced lubrication to engine and gear-box, and Lanchester cantilever suspension. When speaking of cantilever suspension, it is necessary to discriminate between cantilever suspension and Lanchester cantilever suspension—between Lanchester and the others there is a vast difference. The main exhibit is an elegant saloon-limousine, having a

other parts. Excess of oil pressure is guarded against by the fitting of an oil relief valve designed to blow off at 12 lb. per square inch. The autovac system of fuel feed has been adopted, the fuel tank being situated at the rear of the frame. A Claudel Hobson carburettor is fitted as before, the inlet pipe being water-jacketed. The magneto and the centrifugal water-pump are driven

Who is the Judge of Good Taste?

A GREAT designer once said: "Good taste comes of wisdom and intuition." What about the design of the average motor-car? Is it born of artistic genius or a desire to be different?

It is a question for the motor-car buyer to consider. How soon will his car be out of date?

Packard answers the question at once. Packard design is fundamental with the car—not grafted on to it.

Lines may change, and have. But the character of the Packard has not changed for sixteen years.

At the Packard plant the first principle of distinction is quality. Hand-buffed,

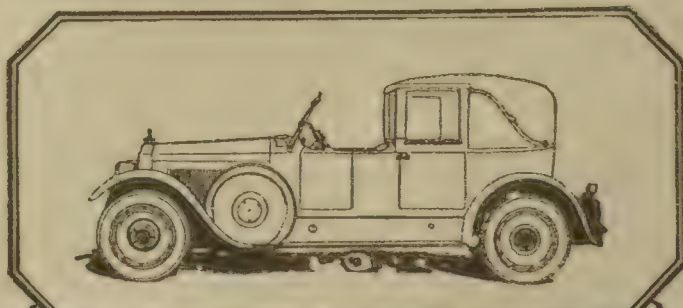
whole-hide leather for upholstery, instead of machine-buffed "splits." Double-thick material for tops. Nickelled bronze fittings, designed and made as jewellery might be. Coach work by craftsmen rather than body building by machines.

In the *London Daily Mail* recently an Englishman paid a tribute to the Packard method of building high-grade cars. He wrote: "It is for America an expensive car, but, compared with the same class of car at home, it is decidedly cheaper."

The fact of the matter is this: If the Twin-Six were built in Europe with European method it would be higher priced than even the most expensive European car.

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"With regard to the Ruston-Hornsby Car delivered, I hardly know how to express my satisfaction, which exceeds my expectations. Both mechanical and body work leave nothing to be desired. Everything is of the best. My chauffeur said he came over 'Cat and Fiddle' on top gear and would be very glad of the opportunity to bring another."



16-20 H.P.
with complete
equipment.
£650

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The Swift Cars of to-day embody the experience of the past. There is nothing experimental in the design. Examine carefully the models on Stand. 49.

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10 h.p. fitted with Two-Seater Touring Body.
12 h.p. Chassis.
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B.M.T. Depot, British Motor Buildings, New City Rd., Glasgow.

by a transverse shaft and skew gear, the magneto being situated on the off-side of the engine, and the water-pump on the near side.

In the 1921 models the position of the starting motor is altered from the near side to the off side, where it is fitted on a bracket attached to the crank-case at the side of the steering column, instead of being attached to the frame as before. The clutch and gear-box are of the familiar Sunbeam pattern, the drive being taken to the rear axle by an open propeller shaft, both torque and drive being taken by the rear springs. All brakes are of the internal expanding type, the foot-brake operating on a drum at the rear of the gear-box and the hand-brake acting on the rear wheels. The springs, which are of very ample dimensions, are designed to be flat under normal load. The front springs are offset, and those at the rear underslung.

The frame has been considerably strengthened, and the rear wheel track has been widened to 4 ft. 9 in. The R.A.C. rating of this chassis is 15.9 h.p.; weight of chassis is 18 cwt.; length of wheel base 10 ft. 4 in..

The 24-h.p. chassis is modelled upon very similar lines, and, except where particularised, the various details may be taken to be the same as in the case of the 16-h.p. chassis. The engine has six cylinders in two blocks of three, the bore and stroke being as before, 80 by 150 mm., the valves and other reciprocating parts almost identical with those of the smaller model. The crank-case is mounted upon a sub-frame suspended at three points from the main frame. The drive to the magneto and the water-pump are separate in this case, the former being by silent chain from the crank-shaft, and the latter by a similar chain from the cam-shaft. The magneto coupling in both models has a vernier adjusting flange, permitting of timing graduations between very fine limits. An interesting feature of this model is the positive drive to the dynamo from the water-pump spindle by a shaft through front and rear universal couplings. This chassis may be obtained either with a short wheel-base for use with open cars, or with a frame of increased length for landaulettes and other closed models. The R.A.C. rating is 23.8; the weight of the chassis 20 cwt.; length of wheel-base—open cars, 11 ft. 4½ in.; closed cars, 12 ft.

The Rover Exhibit.

If you ask the owner of a pre-war Rover car, he will tell you that it is one that is very hard to beat in its class. So the newer model "Twelve" is an excellent example of those many good qualities which have in the past made the Rover a synonym for sound, reliable workmanship and good design. The 1921 car offers few departures from the design which was so well and favourably known in previous years. The addition of an engine-starter and a number of minor improvements in detail are really all the changes which are discernible. Not that this must be taken to mean that the Rover concern is not fully as progressive as any, but I think they are wise that, having arrived at a car which was undoubtedly the most popular vehicle in its class before the war—and quite deservedly so—they have elected to steer clear of radical changes. That is to say, so far as the "Twelve" is concerned. But they have made a radical departure in their new small car, which has a two-cylinder air-cooled motor of 8.99 Treasury rating. I have not tried one of these little cars, but from several acquaintances who own them I gather that their performance

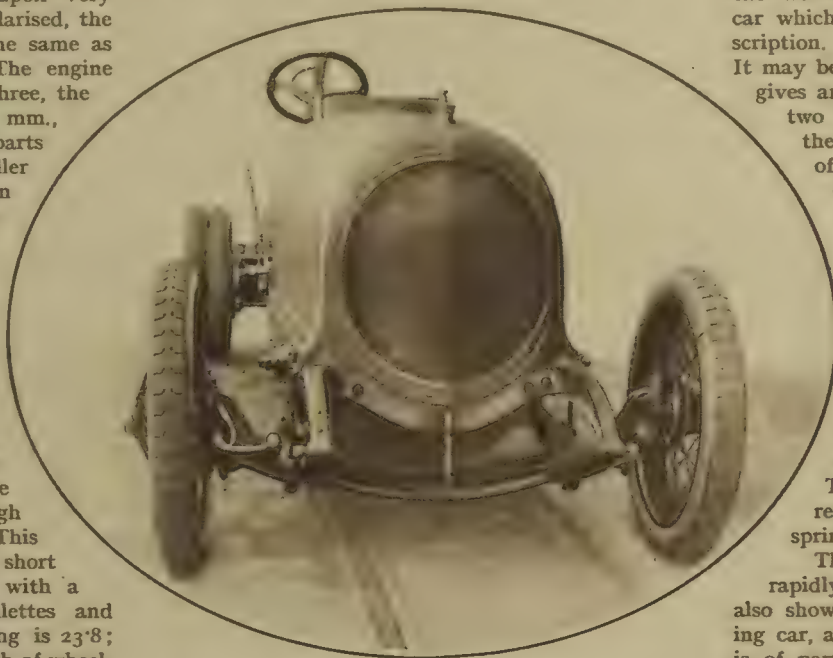
in use is entirely satisfactory, and that it is a very good little vehicle indeed, as one would expect when it is remembered that it is a Rover.

Both models figure at Olympia, on Stand No. 57. There is a single specimen of the



WITH A TWO-CYLINDER AIR-COOLED ENGINE: THE 8-H.P. ROVER.

small car, with two-seater body, priced at £300. There is a two-seater 12-h.p., an open four-seater of the same model, and a very handsome "Twelve" coupé, finished in dark blue. A more than usually interesting exhibit, this.



A FRONT VIEW OF A FINE CAR: THE 30-H.P. SIX-CYLINDER DELAUNAY-BELLEVILLE.

The Wolseley Exhibit.

Undoubtedly a great deal of interest will centre about the Wolseley exhibit, which will be found at Olympia at Stand No. 62. The three Wolseley models, the "Ten," the "Fifteen" and

on the road during the summer. They have been found to combine a high degree of power with marked fuel economy, whilst their rapid acceleration and remarkable hill-climbing abilities have aroused much favourable comment. The cantilever springing, too, gives exceedingly easy riding, particularly on the bad roads so common nowadays. It is not surprising, therefore, to find that the designs of all three models remain practically unaltered, the only changes being those slight improvements in detail which mark the striving after perfection characteristic of the best British cars. Few firms offer so comprehensive a range of coachwork as Wolseley Motors, Ltd., and it would be a very fastidious motorist who could not find the car of his desire amongst the varied list of Wolseley carriages. Five typical examples are being shown and are well worthy of inspection by the discriminating motorist, whether his taste be in the direction of large, medium, or small models.

The Wolseley "Ten," which is a particularly attractive proposition in these days of high petrol prices, is shown in two forms. One of these is the well-known two-seater, with dickey seat, a car which is almost too popular to require description. The second car is this year's innovation. It may be described as a typical family car, as it gives ample accommodation for two adults and two children, and will undoubtedly meet the requirements of many. There is nothing of the "light car" about either of these cars, the detail, finish and equipment being in every way equal to that of a high-grade carriage. They are fitted with electric lighting and starting, the wheels are detachable, and spare wheel and tyre are included. The chassis is 8 ft. 3 in. wheelbase, 3 ft. 10 in. track, and the engine is of four-cylinder type, 65-by-95 mm., with overhead valves and cam-shaft. Lubrication is automatic under pressure, and cooling is thermo-siphon. There are three speeds forward and one reverse, and suspension is by cantilever springs front and rear.

The Wolseley "Fifteen," which has so rapidly won a place amongst leading cars, is also shown in two forms—as a four-seater touring car, and an inside-driving saloon. The former is of particularly attractive line, with deep, comfortable seats, specially designed to avoid fatigue. It is fitted with patent hood, which is easily operated, and folds down very snugly. A neat instrument-board carries speedometer, clock, switchboard, gauges, etc., and the car body has plenty of leg-room. The saloon is a finely-designed piece of modern coachwork, particularly suitable for the owner-driver. The doors are fitted with

frameless lights, and the front glass is adjustable as windscreen. The equipment is similar to that of the touring car, except that two electric lights are fitted to the interior. Both types are fitted with electric lighting and starting, and have detachable steel wheels, with spare wheel and tyre. The chassis has a wheelbase of 9 ft. 10 in. with 4 ft. 4 in. track. The overhead-valve engine has four cylinders, 3 1/8 in. bore by 5 1/8 in. stroke, and develops over 40 h.p. Cooling is by centrifugal pump, and lubrication is automatic. There are three speeds forward and one reverse, and the rear



SOLD AT £725, WITH FULL EQUIPMENT: THE 1921 15.9-H.P. ARROL-JOHNSTON.

the "Twenty," introduced at the last Olympia Show, have undoubtedly been amongst the real successes of the past year. From the first they were recognised as marking a very promising advance in design, incorporating much aero experience, and this promise has been fully borne out, and even exceeded, by their performances

axle is worm-driven. The detachable wheels are fitted with 815-by-105 mm. tyres on the open car, and 815-by-120 mm. tyres on the saloon car.

The "Twenty" landaulette is a carriage-de-luxe. The chassis embodies every refinement in modern motor design, and the body is a splendid example of the modern coach-builder's art. The six-

THE INVINCIBLE

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IN addition to the 25-h.p. model which has been so successful this year, we now announce for the coming season a new 15-h.p. These two cars, with the 36-h.p. six-cylinder, comprise our programme for 1921. Famous both on the race track and on the road, the Talbot supremacy is well maintained in these 1921 models, as a visit to Stand 86 will prove.

Catalogues and all details can be obtained on the Stand or will be posted on application.

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OLYMPIA Nov. 5-13

The first car in the World to cover 100 miles within the hour.

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A Revelation in Comfort A Revolution in Economy

ECONOMY and comfort are the two great essentials of a motor-car to-day.

You seldom find both in the same car, for generally light-weight means economy at the sacrifice of comfort.

The Overland is the first car to combine light-weight economy with heavy-weight comfort through the new three-point suspension Triplex springs, which make the springbase 30 inches longer than the wheelbase.

More than 120,000 owners of the 1920 Overland have proved this fact. Overland records from all parts of the world confirm it:

191 Overlands averaged $30\frac{1}{4}$ miles per gallon in a recent petrol economy demonstration in all parts of the British Isles.

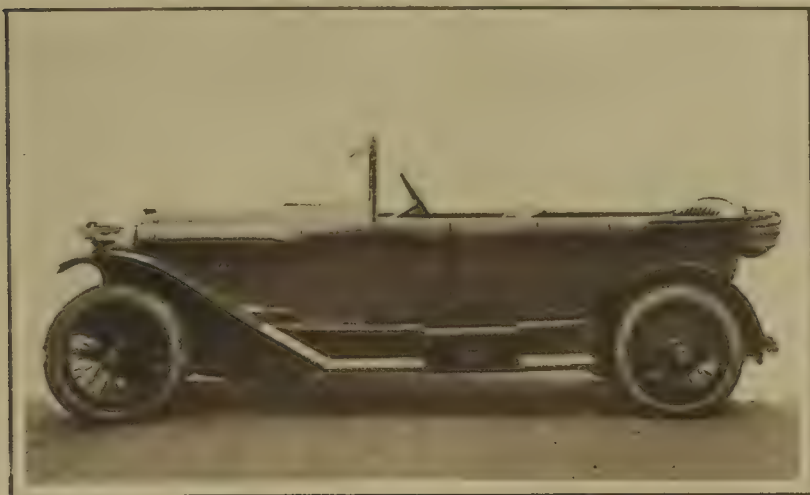
23 stock Overlands averaged $29\frac{9}{10}$ miles per gallon at Copenhagen, Denmark, on September 27th.

Literally, the Overland is a revolution in economy and a revelation in comfort. You can assure yourself of this truth on a demonstration ride which can be arranged at your convenience. Prices, including complete equipment: Touring £495, Roadster £495, Sedan £800, Coupe £750. An interesting catalogue will be mailed on request. See the Overland at Stand 83 at the Olympia Motor Show.

WILLYS OVERLAND, LTD.
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Overland Factory: Willys-Overland-Crossley, Ltd., Manchester.

Overland
RIGHT-HAND
STEERING



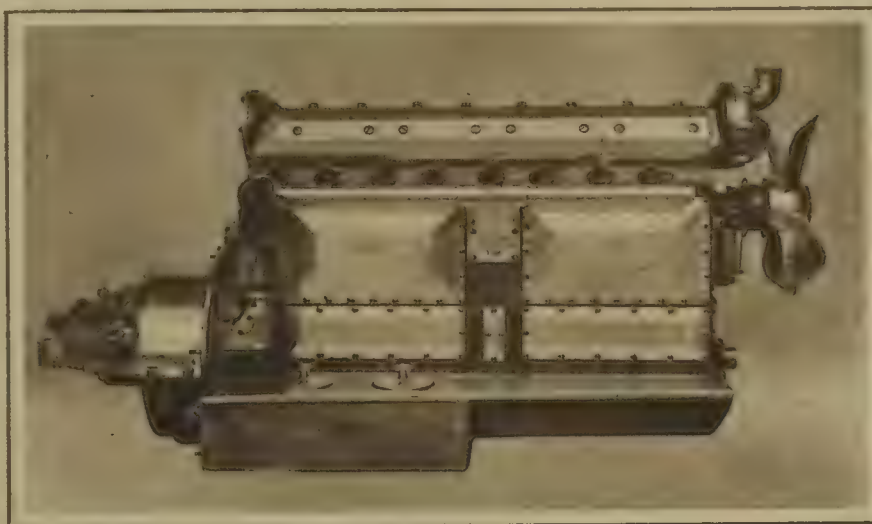
SILENT KNIGHT ENGINE: THE MORS CAR.

cylinder engine, 3 1-8 in. bore by 5 1-8 in. stroke, develops ample power to take the roomy body over the hilliest roads with ease and speed, and the interior seating and upholstery have been carefully studied to give the maximum of comfort. Two folding seats, facing forward, are fitted inside, and the equipment and detail finish are of the highest order. The car has a wheel-base of 11 ft. 5 in. with 4 ft. 6 in. track. Water circulation is by centrifugal pump, lubrication is automatic, and the carburetter is of the patent automatic equalising type. There are four speeds forward and one reverse, with direct drive on fourth.

The Silent Mors.

A car which has been very favourably known in England for a number of years is the Mors, which makes its reappearance this year in a new and very much improved model. It is shown at the White City, Stand No. 327, by Messrs. Malcolm Campbell, Ltd., of Albemarle Street, W. The chief difference which will be observed between this and previous Mors chassis is that this new 20-h.p. model has a Knight sleeve-valve motor, of the four-cylinder type, with a bore of 90 mm. and stroke of 130 mm. It has a power output very much in excess of its nominal rating, developing 36 b.h.p. at 1550, 48 b.h.p. at 2100 r.p.m., and has a maximum output of, roughly, 52 h.p. These claims as to power are, I should say, fully borne out in practice. I have driven this undoubtedly fine car, and know from experience that it will exceed sixty miles an hour on the road, while its speed capabilities are not obtained at the expense of other desirable qualities. For example, on a return run from Brighton, it climbed Handcross Hill on top gear, which, to my mind, is a very creditable performance indeed in the case of any four-cylinder car of its rating, quite apart from other considerations. In addition to these very marked powers of speed and hill-climbing, the Mors is really a very fine car indeed,

Its steering and control are admirable—light and responsive to the touch; one can drive all day without the least sense of fatigue. Indeed, the end of the journey comes all too soon for the driver who can really appreciate what it is to have a car of real class under his hand. I have never driven a car of any make or power which was steadier on greasy surfaces or which "cornered" with such a sense of security and absence of that tendency to swing wide which makes one so often wonder what is going to happen at



WITH THE CYLINDERS DISPOSED IN LINE: THE EIGHT-CYLINDER ENGINE OF THE LEYLAND CAR.

a corner which is taken just that mile or so an hour faster than one would have approached it if conditions of angle and road camber had been properly appreciated in advance. However, there is no need for me to elaborate the many features of silence, flexibility, and control which go to make the new Mors one of the best cars I know. The Show visitor whose interests lie in the class it represents will certainly miss one which is best worth seeing and having demonstrated if he does not go to the White City, or, being there, if he does not see and try a car about which I find it difficult to write without almost undue enthusiasm.



WITH EXCEPTIONALLY CLEAN LINES: A 24-H.P. 6-CYLINDER SUNBEAM.

Austin Progress. Apart from any question of its intrinsic merit—which is really very high—the "Austin Twenty" is an exceedingly interesting car. By the end of the war the Austin works—which had been devoted during the period of hostilities to the production of armoured cars, lorries, aeroplanes, and aeroplane motors, together with other more prosaic—but equally essential munitions of war—had attained dimensions which it is right to call enormous. At the Armistice the problem which confronted Sir Herbert

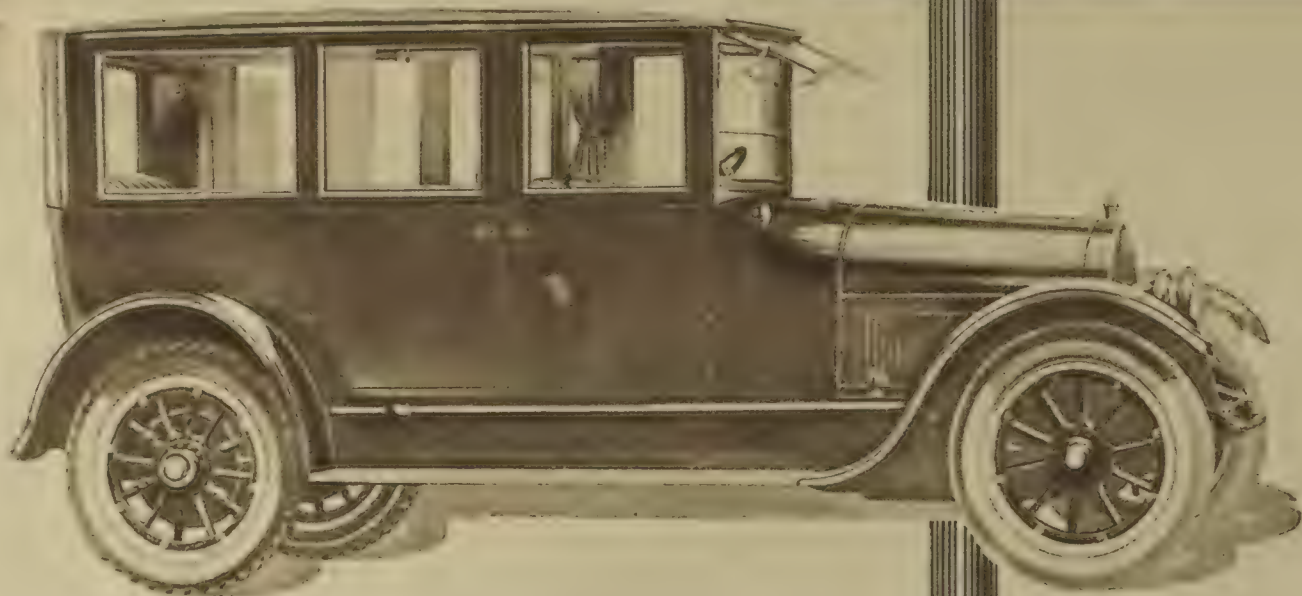
Austin and his colleagues was how to keep employed in peaceful production an establishment which, to others less able, might easily have become a white elephant. The immediate decision was taken to concentrate upon a single model of touring chassis, to be manufactured in quantities, and yet to retain all those qualities of excellence which had long made the Austin cars favourably known among motorists at home and overseas. In addition, a part of the works was to be employed on the construction of Austin industrial vehicles and agricultural tractors. Like every other firm in the industry, Austins have been beset by difficulties, but these have been even greater than the general rule because of the magnitude of the task to which they had set their hands. I do not think it matters now to say that at times those difficulties have

even been critical; but that makes it the more pleasing to be able to say that they have all been surmounted, and that, short of national disaster involving the future of all industry, Austins have nothing to fear. The "Twenty" car has done splendidly during the year. It is really in production, as any observant person may discern by the numbers he can meet on the roads. It has taken part in various competitions during the season, and has proved that, as well as being a "production job," it is an exceptionally able and efficient car.

The design may be regarded as having proved itself to be thoroughly satisfactory for a car of its



WITH TORPEDO BODY, SEATING FOUR: THE 40-50-H.P. SIX-CYLINDER NAPIER.



Alike, Mechanically

It is a splendid assurance when you are buying a car to be able to know that your car is just as good as the best of its kind. You have this assurance if your new car is a Cadillac because mechanically all Cadillacs are alike—in them excellence is standardized.

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type. The main features of the Austin "Twenty" standard chassis are a three-point-suspended four-cylinder engine with detachable head for the monobloc, giving 45-b.h.p. at 2000 r.p.m., a four-speed gear-box, and helical bevel drive to the back axle. Touring, coupé, and landaulette bodies are mounted on this chassis, and are finished in biscuit-colour, dark blue, and dark green. In the touring and coupé models the driving seat is adjustable, and in the first-named the hood folds right away into a special receptacle. On all models electric lighting and starting sets are fitted as standard, and a cupboard at the rear of the body accommodates two spare wheels. Some slight modifications in the position and fitting of certain items have taken place. For instance, the electric starter is now placed more conveniently at the side of the gear-box, making the accessible engine still more accessible. Trouble due to the fan-belt stretching has been eradicated by providing a direct drive by belt from the crank-shaft to the fan-pulley; while the dynamo is now also directly driven from the crank-shaft by another belt. Adjustment of the tension of the fan-driving belt has been made quicker and easier by a slight alteration of the locking arrangement; while the tension of the dynamo-driving belt is altered by sliding the dynamo bodily in its mounting. The packing of the water-pump can be adjusted without dismantling or removing it. Drive of the magneto has been simplified, and finer adjustment of the timing is possible by a vernier coupling.

The crank-case is now cast in one piece, giving even greater rigidity than it possessed before, and constituting an easier job for production. The oil-filler is on the off-side of the crank-case, and close by it is the dipper-rod (with collars for minimum and maximum oil levels), which has superseded the



PRICED AT £550: THE 11-H.P. CALCOTT TWO-SEATER.

per h.p. tax, is a very substantial consideration, and one that certainly offers a marked attraction to the purchaser. Apart from the intrinsic merits of the exhibit, this offer, which is quite unique, will undoubtedly make the stand of Maxwell Motors a centre of interest.

To my mind, it was one of the most interesting cars of the year, by reason of the fact that it embodied more of the lessons learned through aero-motor practice during the war, and more of what I think may justifiably be called unconventional practice, than any other chassis, with one possible exception, and was yet priced at a really surprisingly low figure. A year ago one had rather an open mind regarding these departures from the conventional. Now it is possible to congratulate those who were responsible for its design on the unqualified success which has met their efforts. The exhibit, on Stand No. 78 at Olympia, consists of a touring car, a town saloon, a coupé saloon and a landaulette—a variety which practically covers the whole range of purposes for which a car can be used.

The touring model, finished in grey and upholstered in dark-green leather, has adjustable front seats, which can be moved fore and aft independently to suit the leg reach of each occupant. Both the town saloon and the coupé saloon have, as their description infers, an interior driving seat, a single compartment enclosing all the occupants. But while the top of the saloon is a permanent fitting, with fawn-striped cloth upholstery and silk trimmings to match, the head of the coupé can be folded back, thus providing, at the desire of the passengers, either a completely closed or an open car. This being so, the upholstery is, of course, of leather, dark blue in colour, which forms a pleasing contrast to the slate-grey finish and dark-grey mouldings of the bodywork.

The six-seven seated landaulette is a particularly good example of a luxuriously appointed carriage for town or country use. The interior, upholstered in light drab Bedford cloth, seats four or five persons—two or three on the main seat and two on occasional seats, which can be folded up when not in use. Speaking tube and trumpet to communicate with the driver, fitted "companions" and electric light are among the conveniences and refinements. The body exterior is painted carriage green with dark-green leather for the front seats. As regards the Armstrong-Siddeley chassis, only quite minor variations have



A NEW TYPE: THE "59" EIGHT-CYLINDER CADILLAC.

glass gauge. The skew gear through which the oil-pump is driven is now located at the very end of the cam-shaft, and, as it is a separate piece, it can easily be renewed if necessary.

Chalmers and Maxwell.

Two well-known American cars are to be seen at Stand No. 331 at the White City. These are the six-cylinder Chalmers and the four-cylinder Maxwell. Both of these cars have become very favourably known to the British user, and both are very much improved over last year's models. The Chalmers, for example, now has magneto ignition in place of the old h.t. battery and distributor system. I know there are divided opinions about the relative merits of the two, but I personally think that the electric equipment on the modern car has quite enough to do to generate and apply the necessary current for lighting and starting without the additional burden of generating the ignition current, particularly where the single-unit system is installed. True, the generator is usually reliable, but to give it all the work to do is too much like carrying all one's eggs in a single basket, and I like to solace myself with the thought that at least I can depend on the ignition appliance whatever may have happened to the starter. There are other detail changes in the Chalmers which are all to the good. The Maxwell, again, has been somewhat improved in minor ways, and is certainly very near to being the best value for money among the American importations. A great attraction to the purchaser is that Messrs. Maxwell Motors are offering free insurance and tax for next year. Every buyer of a Chalmers or a Maxwell will be given a free insurance policy until the end of 1921, and the amount of the tax will be paid for him. As the Chalmers is rated at 24.5 and the Maxwell at 21.0-h.p., this, in view of the new £1

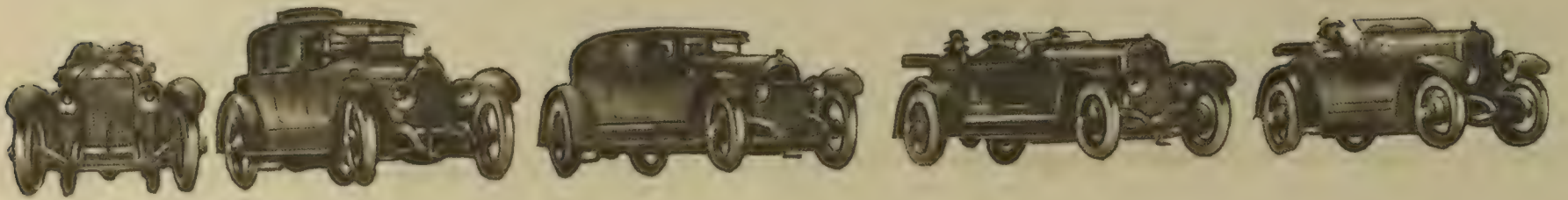
Armstrong-Siddeley Improvements.

A car to which I made reference some few weeks ago in *The Illustrated London News*, when I expressed a high sense of satisfaction with its running and road performance generally, is the Armstrong-Siddeley, which created rather a sensation at the last Show.



AT THE WHITE CITY: THE FOUR-CYLINDER MAXWELL.

MOTOR SHOW—OLYMPIA 1920.



The remarkable reputation of

DUNLOP TYRES AND WHEELS

and their undoubted influence on the development of car-design make an inspection of our products a necessity.

DUNLOP MAGNUM TYPE TYRES, BEADED EDGE.

The latest and best development of the tyre that made motoring possible: in all standard sizes.

DUNLOP MAGNUM TYPE LIGHT CAR TYRES.

In new British standard sizes.

DUNLOP STRAIGHT SIDE CORD TYRES.

Made in all standard sizes.

A full moulded tyre with special rubber non-skid tread, built on Dunlop multiple cord casing.

DUNLOP RIMS FOR BEADED EDGE AND STRAIGHT SIDE TYRES—the latter having removable side flange.

THE DUNLOP RANGE OF DETACHABLE WHEELS

for every requirement and taste:—

Wire Wheel.

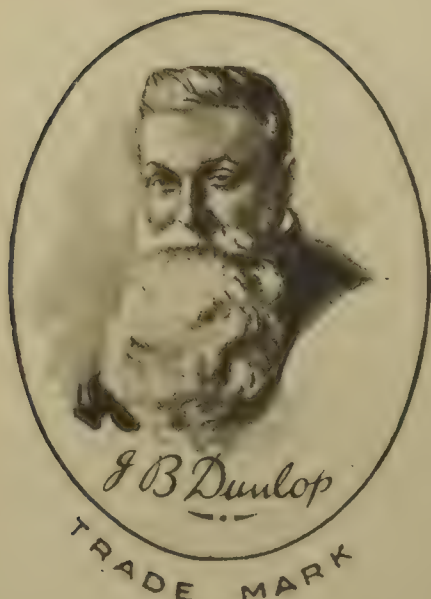
Pressed Steel Wheel.

Wood Wheel.

Corrugated Disc Wheel.

Combination Disc and Wire Wheel.

DUNLOP MOTOR TYRE ACCESSORIES of every description, designed for economy and convenience.



STAND 221

been made in the original design as shown at Olympia last year. The dimensions of the six-cylinder engine are $3\frac{1}{2}$ in. by $5\frac{1}{2}$ in. (approximately 89-by-133 mm.). The overhead valves, completely enclosed and operated by enclosed push-rods and rockers, have assisted towards the attainment of the high efficiency in power development and the low rate of petrol consumption for which this chassis has gained an enviable reputation. Accessibility throughout is pronounced, those parts needing occasional attention in course of maintenance and upkeep being placed where they can be inspected or adjusted with ease. In this connection may be mentioned the engine oil-filler, level indicator, and filter, the carburetter, magneto and petrol strainer, and the gear-box and clutch. The petrol-strainer is, by the way, combined with a three-way tap, by means of which the last two gallons of fuel are retained in the tank for emergencies, thus obviating the need for carrying a separate can of petrol in reserve. A striking feature of the chassis is the almost complete elimination of grease and oil cups needing periodical attention; this desirable result, from the user's point of view, has been attained by the use of oil-less bearings for the spring shackles, brake shafts,

of Daimler chassis, it is well to remember that the Daimler Company was the first firm in England to produce a motor car, and that through the whole history of motoring they have held a foremost place in the industry. They have during these

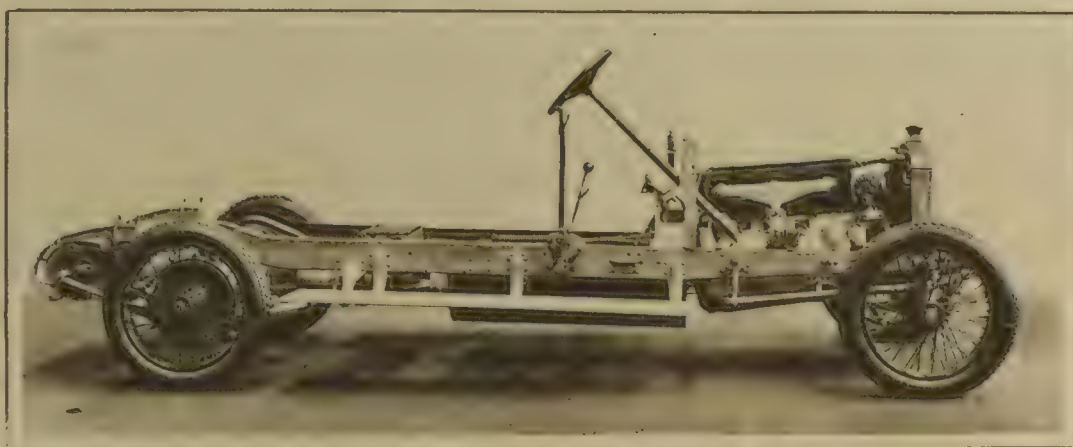
a filler-box under the bonnet. A higher radiator of the honeycomb type permits of a taper bonnet being used.

Coming to the actual exhibits, the Daimler "Special" limousine undoubtedly ranks as one of the finest cars in the Show. It is finished in a style that represents the coach-building art to perfection, and the interior upholstery is carried through in the finest quality cloths obtainable. The whole colour scheme is worked out in grey, even to the steering-wheel and valances. The fittings are silver-plated throughout. The second car is a landaulette body on the "Standard Thirty" chassis; here again the colour scheme is grey, and, as these two bodies are interchangeable between the "Special"

and "Standard Thirty" chassis, the customer can inspect both the limousine and landaulette types of coachwork that the Daimler Company standardize. The "Light Thirty" is shown with a four-seated "Coupé Cabriolet" body designed and built by W. Cole and Sons, Ltd.

Palmers at the White City.

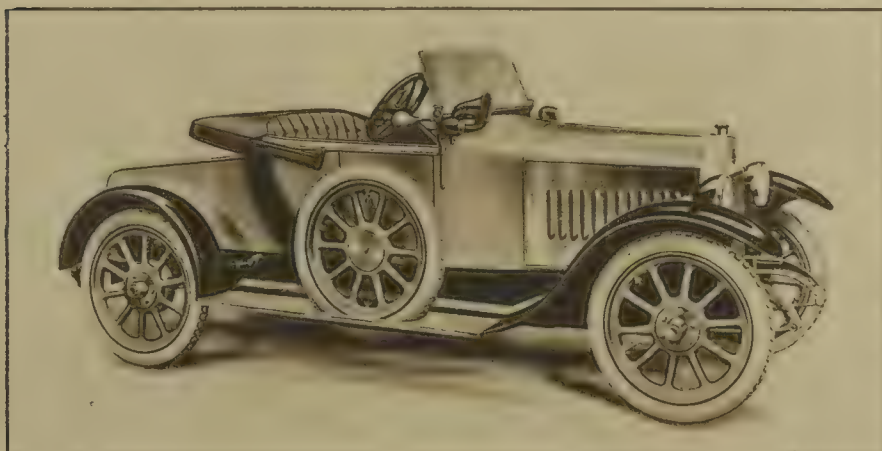
This year Messrs. Palmer Tyres have elected to show at the White City instead of at Olympia. The limitations of space at Addison Road have made it impossible at several previous Motor Shows for this firm to exhibit the wonderful machine which is employed in laying the rubbered cords which go to make up the casing of the Palmer cord tyre, but the greater amount of room available at the White City has enabled them to install it once again. It is to be kept running for the instruction of the visitor, and will undoubtedly form a great attraction. A more fascinating machine to watch at work it is impossible to imagine, and, although I have seen it in action very many times, it still possesses a strong attraction. Its ingenuity, and



WELL KNOWN AND POPULAR: THE DAIMLER STANDARD 30-H.P. SIX-CYLINDER CHASSIS.

years had experience with practically every style of chassis design, and whilst the principles underlying the current designs are very similar as between the "Special" and "Standard Thirty" types, such differences as exist between the "Standard Thirty" and "Light Thirty" chassis are, in the latter chassis, due to each part being specially adapted for the particular purpose of providing a car suitable for the owner who dispenses with the services of a chauffeur. The transmission on all Daimler cars is similar in the principles underlying the

design, the power being transmitted through a leather-faced cone clutch, a sliding spur-wheel gear-box providing four forward speeds and a reverse, the fourth speed being a direct drive to a worm-



WITH DICKEY SEAT: THE 12-H.P. SWIFT TWO-SEATER.

steering joints, and similar parts which, between them, usually require a dozen to twenty separate greasers. Among other commendable points are the vertical and centrally placed pivot pins of the front wheels, which render the steering exceedingly light and not subject to deflection by road inequalities; the long cantilever springs at the rear, adjustable to suit the load imposed upon them; and the enclosing of both sets of springs in waterproof and grease-retaining covers, which enables them to retain their original flexibility over long periods of use.

The specification includes a silent worm drive in the rear axle, the Armstrong-Siddeley disc wheels, both sets of brakes on the rear wheels operating within drums of unusually large diameter, centrally placed brake and gear levers which allow a clear off-side entrance for the driver, and a silent operating engine starter in conjunction with the electric-lighting equipment.

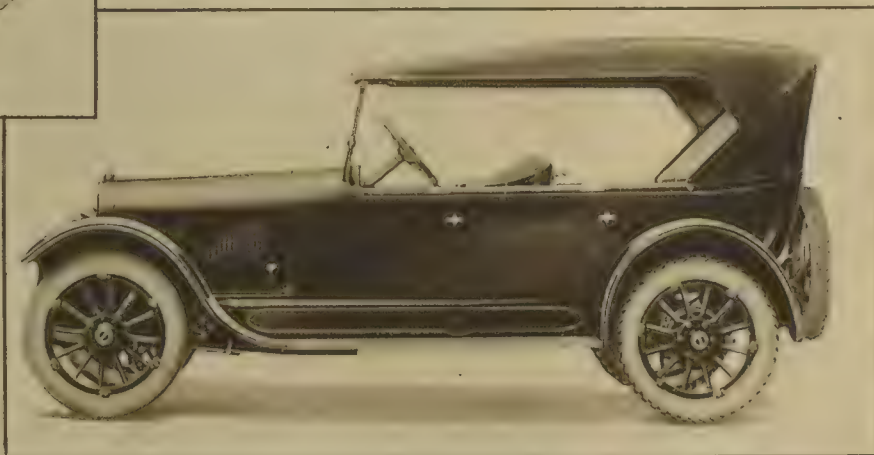
Despite its high quality in design, material, and finish, and its complete equipment, the figure at which the chassis is sold is remarkably low, and has caused not a few automobile engineers to state that "it cannot be made for the price."

The Distinctive Daimler.

The Daimler exhibit is always one of the outstanding features of the Show, and this year it is in no wise lacking in interest, even though the several types of chassis associated with the name of Daimler have undergone no change worth mentioning since they were exhibited as the firm's post-war models a year ago. Once again, Daimlers have no occasion to complain of their fortune in the ballot for Show space, since their stand, No. 60 at Olympia, is especially well-situated in the middle of the hall. In describing the technical features

driven gear-axle. The worm is of the Lanchester type, manufactured as a speciality by the Daimler Company. The engine is fitted with a vibration-damper on the front end of the crank-shaft. There are two flexible coupling between the clutch and the gear-box, a sliding universal joint behind the gear-box, and another universal joint in front of the back axle. The brakes are of the band type, the foot-brake operating on the rear wheel-drums, the hand-brake operating on the drum behind the gear-box. The tyres on the "Special" are 895-by-150 mm., and on the "Standard Thirty" 895-by-135 mm. "Dunlop Magnum" tyres are supplied in both cases.

The "Light Thirty" is distinguished in appearance by the absence of the usual Daimler radiator-cap, filling the radiator being accomplished through



A FAVOURITE WITH BRITISH MOTORISTS: THE SIX-CYLINDER BUICK.

the almost human way it picks up the cord and lays it with mathematical exactitude just where it is wanted and precisely at the right tension, invariably interests the crowd. A complete range of Palmer car-tyres is shown, from the small sizes made for the light-car owner to the huge 7-inch cord tyres which are used on his Majesty's Daimler.

Swifts of Coventry.

More than usual interest attaches to the exhibit of the Swift Company at Stand No. 47 at Olympia, as this firm were the first amongst British manufacturers to announce a substantial reduction in price. Several examples of the 10-h.p. and 12-h.p. models are shown. Alterations in the 10-h.p. chassis include an inside hand-brake, an improved form of accelerator pedal, and the carburetter is now fitted with an air-strangler. With the exceptions of minor refinements and the addition of a lighting and starting set, the chassis remains as hitherto. The 10-h.p. Swift has a four-cylinder engine of 63 mm. bore and 90 mm. stroke, rated for taxation purposes at 9.8-h.p. The cylinders are cast *en bloc*, and the engine is a particularly



THE EIGHT-CYLINDER TALBOT-DARRACQ: A FIRST-RATE TOURING CAR.

THE FOURTEENTH MOTOR SHOW, AND THE SECOND SINCE THE WAR: SOME NOTABLE EXHIBITS.



1. LOW IN PRICE, BUT HIGH IN QUALITY: AN ARMSTRONG-SIDDELEY SIX-CYLINDER OPEN TOURING CAR.
2. A MASS-PRODUCTION CAR OF A POPULAR MAKE: THE 11-9-H.P. BEAN FOUR-SEATER.

3. A RECENT EXAMPLE OF WOLSELEY DESIGN: THE "FIFTEEN" SALOON CAR.
4. FROM A GREAT AMERICAN FACTORY: A SIX-CYLINDER CHALMERS FIVE-SEATER.

5. A FINE EXAMPLE OF THE INCOMPARABLE ROLLS-ROYCE: A LANDAU-LETTE WITH HANDSOME BODY BY BARKER'S.
6. ONE OF THE FASTEST EXTANT: THE 30-98-H.P. VAUXHALL-VELOX FAST LIGHT TOURING CAR.

7. A CAR OF FAMOUS MARK: THE 25-30-H.P. R.F.C. CROSSLEY.
8. A NEW BRITISH PRODUCTION: THE 16-20-H.P. RUSTON HORNSBY.
9. A HIGHLY SUCCESSFUL BRITISH CAR: THE "AUSTIN TWENTY" TOURER.

In view of the growing popularity of road travel, and the importance of the motor-car as a means of transit, especially during strikes, this year's Motor Show at Olympia and the White City possesses an interest for the whole community. It was arranged that it should open on November 5 and remain open till November 13. Last year's Show was the first since 1913, and the present one is the fourteenth exhibition of its kind. Some of the most notable exhibits are illustrated here and on other pages.

clean piece of work, the carburetter, oil-pump, and magneto being arranged in very accessible positions. The Magneto is provided with a neat and effective means of adjustment. Thermo-syphon cooling is employed. The clutch is a leather-faced cone, with springs beneath the leather to ensure sweet engagement. Three speeds and reverse are provided, the gear ratios ranging from 18.1 on first to 4.5 to 1 on top. The foot-brake operates behind the gear-box, and the hand-brake on the rear wheel drums. The springs throughout are semi-elliptics of good length, and with very little camber. The petrol consumption of the Swift "Ten" works out at between thirty-five and forty miles to the gallon. The chassis features of the 12-h.p. Swift are as follows: four-cylinder monobloc engine, 69 mm. by 130 mm.; lubrication by gear-driven pump situated in the base chamber; H.T. magneto ignition driven by chain; leather-faced cone clutch with springs under the leather. The gear-box affords four speeds and reverse. Gear ratios are: top, 42.6 to 1; third, 6.9 to 1; second, 9.6 to 1; first, 14 to 1; reverse, 18.5 to 1. The final drive is through an open propeller shaft, with star and sliding pot universal joints, to a semi-floating rear axle with bevel drive. The foot-brake is behind the gear-box, with the hand-brake on rear wheels. Chassis-suspension is by semi-elliptic springs, front and rear. A "C.A.V." lighting and starting set constitutes the electrical equipment, and the car is supplied with steel detachable wheels with 30 in. by 3½ in. tyres.

A New Crossley. The success of the 25-30 Crossley has impelled the makers to embark upon the construction of an entirely new model of 19.6 rating, which is to be seen, in addition, of course, to the larger car, at Stand No. 57 at Olympia. This smaller car is a distinctly interesting one, and marks what I think is a very wise departure on the part of Messrs. Crossley Motors. The 25-30-h.p. car, about the road behaviour of which I wrote some time ago in *The Illustrated London News*, is undoubtedly a very good car, but it has the demerit of being too large for a widespread class of motorists who are quite prepared to pay for a quality car, but who have to study economy in running costs. Obviously, even though the 25-30 may be a very economical car in its class, its operating costs must be higher than the majority can afford, and I have no doubt that many, like myself, have at times regretted the absence from the Crossley list of a car like the pre-war "Fourteen," or the Shelsley model. That omission has been made good by the production of this new model, which I have no doubt will rapidly

become very popular. There is a stripped chassis on the stand, and the Show visitor will be able to concentrate for himself on its details. The fact that this new model was in production has been kept a close secret, and I had therefore no opportunity of seeing it before the Show, and am thus

Bean car is produced in quantities that hitherto were unattainable in this country, it possesses all the proverbial attributes of the British piece-meal production in regard to design, workmanship and material. The fact that the rate of output recently reached a scale which permitted of a

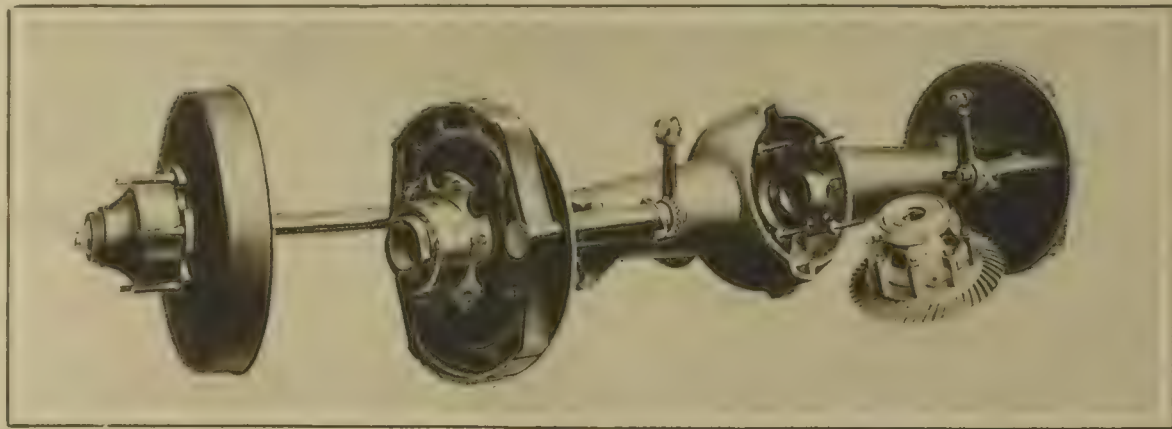
reduction in the selling costs of the various models, ranging from £105 to £140, is abundant proof of the economies that can be effected by modern methods of manufacture. The Bean appeals particularly to the owner-driver. It is of sturdy construction throughout, and is designed with a view to providing a car capable of a very wide range of service with low maintenance costs. Over

thirty miles to the gallon of petrol is a common experience of Bean owners. Four standard models are produced—a two-seater with dicky seat; an open four-seater; a two-seater coupé, and a four-seater coupé. Examples of each model, in addition to the chassis, are shown at the White City on Stand No. 437.

The frame is of pressed steel channel section, amply stayed with cross members. The front axle is of "H" section, stamped from high grade steel, the front hubs running on roller bearings.

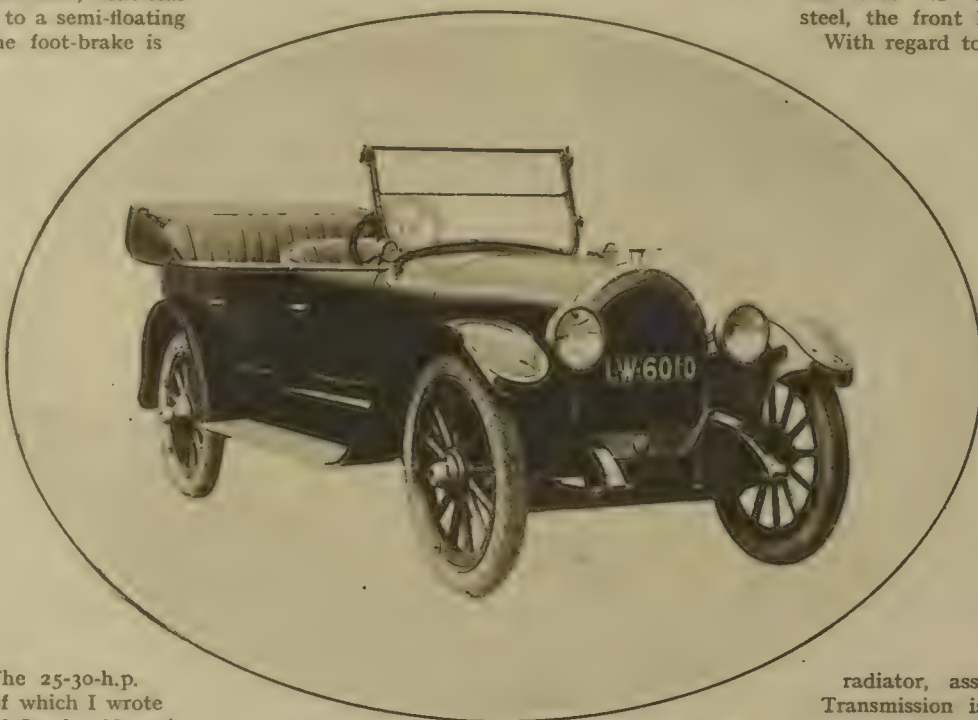
With regard to the engine, this is of 11.9 h.p. of the four-cylinder monobloc type, with a bore of 69 mm., and stroke of 120 mm., all valves on one side; cams machined solid with cam-shaft, which is driven by silent chain of large dimensions. Lubrication is effected by a geared pump through hollow crankshaft to all bearings, including small ends of connecting rods; all oil passes through a strainer; a level indicator is fitted in the sump. The Zenith carburetter is fed by gravity from a tank carried in scuttle. Throttle and ignition levers are mounted above steering wheel, not rotating with wheel, and a foot accelerator is also provided. Cooling is by thermo-syphon circulation, with a large radiator, assisted by a high-speed fan.

Transmission is through a clutch of the inverted cone type to a conventionally designed gear-box, providing three-speed forward and one reverse; all shafts are short in length and carried on ample bearings; change-speed mechanism of selector type. The lever works in a gate, and is operated by the right hand; a plug is provided for inserting lubricant, and a large inspection plate is fitted; provision is made for positive gear drive for the speedometer. The drive is transmitted from gear box to rear axle by means of a tubular propeller shaft, to the rear axle, which is of the semi-floating type with helical bevel gear. Both foot and hand brakes are compensated and operate on drums mounted on the rear hubs; the drums



WITH LARGE AND EASILY ADJUSTED BRAKES: THE REAR AXLE OF THE CROSSLLEY 19.6-H.P. MODEL.

unable to deal with any differences in practice which may differentiate it from the larger model. From the details available, it would seem to be a smaller edition of its elder sister, improved in detail, as is, in fact, the bigger car. The latter figures on the stand in complete form, the example shown including a touring car, a coupé, and a limousine-landaulette. I should advise the Show visitor by all means to see the new Crossley, which



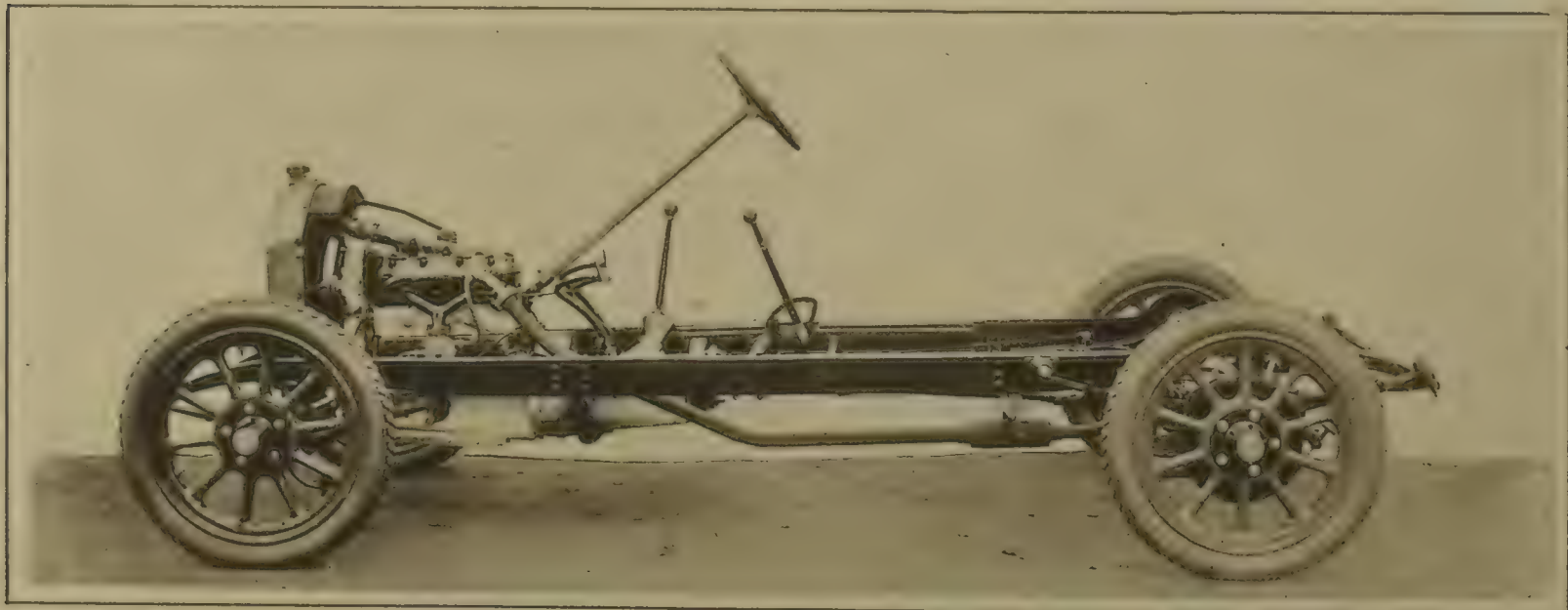
Photograph by Tella.

THE OLDSMOBILE EIGHT-CYLINDER CAR: A FINE AMERICAN EXAMPLE.

seems to be quite a notable chassis, though presenting no departures from current automobile practice.

Mass-Production Beans.

Few cars of British manufacture have given rise to so much discussion as the 11.9 h.p. Bean, chiefly on account of the fact that it represents the first serious attempt to produce an all-British vehicle manufactured entirely by one firm on mass-production lines. Although the



THE HUMBER 10-H.P. FOUR-SEATER 1921 CHASSIS: THE CARBURETTER SIDE.



OAKLAND OWNERS REPORT RETURNS OF FROM
22 TO 28 MILES PER GALLON OF PETROL
AND FROM 9,000 TO 12,000 MILES ON TYRES.



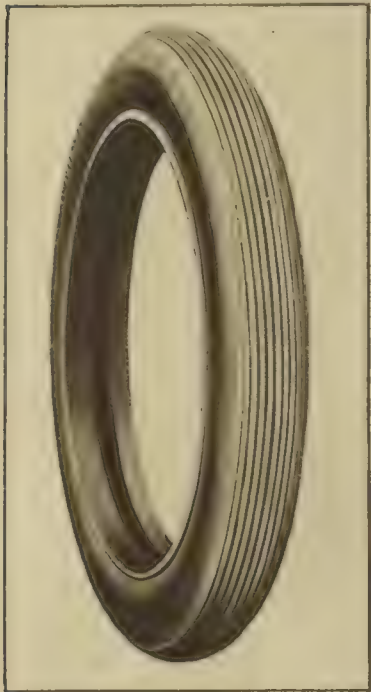
OAKLAND

The Oakland Sensible Six, always a good car, to-day offers the impressive results of years of development concentrated on a single chassis type. Its high power and scientific light-weight construction insure unusually dependable transportation at a very low cost. Its roomy body, mounted on a stronger chassis of longer wheelbase, provides the maximum of comfort for five passengers. Frame, axles, engine, body and equipment—every Oakland part is fully adequate to the demands that may be put upon it. An Oakland Sensible Six is ready for your inspection either at the nearest Oakland dealer's, or by appointment at your home or office.

GENERAL MOTORS LIMITED
THURLOE PLACE • LONDON S.W.7.

are of pressed steel, ribbed to prevent distortion, and of large dimensions. The wheels are of the pressed steel detachable type, and five are supplied with the car. The equipment of the car includes electric starting and lighting set (including two head lamps, two side lamps, and tail lamp), speedometer and mileage recorder, horn, clock, kit of tools, jack, tyre pump, and registration number plates.

Clincher Tyres. The exhibit of the North British Rubber Company will be found in the gallery of Olympia, their stand number being 223. Here are shown specimens of the "Clincher Cross" motor tyre, which is one of the best and most distinctive rubber non-skid tyres of the day. The new Clincher ribbed tyre is another which has done very well during the year, and from which I am told some extraordinary mile-



WITH FINE MILEAGE RECORDS: THE NEW "CLINCHER" RIBBED TYRE.

ages have been obtained by private users. There are also tyres of the more conventional grooved and steel-studded patterns. Much interest attaches to the "straight-sided" cover, which is the vogue in America and is rapidly coming into favour among British motorists. The North British Company was the pioneer of this type of cover in England. It was made and sold by them some years ago under the name of the Clincher quick-detachable tyre. Truly, there is nothing new under the sun.

Blériot Specialities. There is always more than a little interest attaching to the Blériot exhibit, which this year is at Stand No. 214 in the gallery at Olympia. This firm was one of the pioneers of efficient car-lighting, and was, if recollection serves me aright, the first to exhibit in England an electric engine-starter. This year they are showing a new combined generator and engine-starter, the Blériot-Scott, which is designed for use on light cars, and which possesses several distinctive features which will commend themselves to the critical visitor whose interests lie in the direction of electrical equipment. This instrument is really a development of the Scott dynamotor which was shown at Olympia in 1912. It is particularly compact and light, and is so made that it can be placed in a position on the car in which it is readily accessible for slight adjustments and in which it is out of the way of dust and dirt. The drive is through a silent chain, which cannot slip and can be relied upon for 10,000 miles of running before

needing adjustment. As a matter of fact, this type of drive is usually good for a great deal more use than this implies. I have known it run for twice that distance when used as a cam-shaft drive, where it is much more heavily stressed, before any symptoms of slack developed. In addition to this new instrument, the Blériot exhibit includes a particularly neat line of lamps for use on the car. A notable point is the ingenious focussing holder, which is neatly concealed in the back of the lamp, and adjusted by means of a flush-fitting screw, the head of which is slotted to take a small coin by way of adjuster. The method of wiring up to the lamp is also particularly neat and ingenious.

Straker-Squires at Olympia.

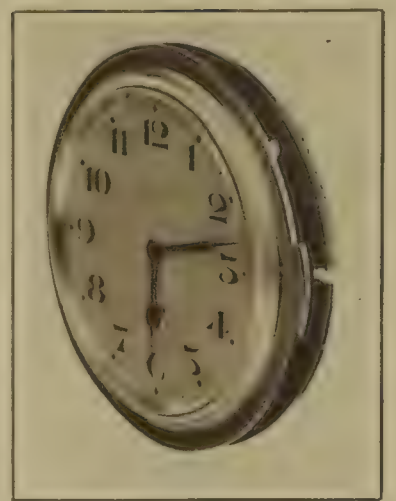
If only on account of the success that has attended the new six-cylinder Straker-Squire in speed events on both road and track during the past few months, the P.A. chassis will attract those who favour a car of high speed capabilities. For the past nine years the Straker-Squire people have concentrated on one model only, and the experience they have gained in open competition, coupled with their knowledge of aero engine practice, will be found embodied in the 1921 model. This is being exhibited as a bare chassis, and also equipped with a sporting two-seater body and a cabriolet. In considering weight in relation to power output, it is worthy of note that the chassis complete weighs only 17 cwt., while the brake horse-power of the engine is 70. The cylinders are cast separately, and the valves are operated by an overhead cam-shaft, driven from the crank-shaft by a vertical shaft with spiral gearing at either end. Each set of valve rockers can be easily removed. The spiral wheel on the crank-shaft also meshes, through an intermediate gear, with a pinion driving the water pump, electric generator, and magneto. The vertical shaft is provided with a couple of simple ring universal joints. The Straker-Squire engine is an extraordinarily fine piece of work, and wherever possible weight has been reduced to a minimum without any sacrifice of strength or durability. Aluminium alloy pistons are employed. The water pump is situated on the near side of the engine, as is also the Thomson-Bennett magneto. A spur type oil pump is fitted to the top half of the crank-case.

The clutch is of the single plate variety, and there are four forward gears. Both brakes are of the internal expanding type, and operate on rear wheel drums. The Straker-Squire was one of the first cars, if memory serves, to discard the transmission brake in favour of the system which is so much in vogue to-day. Semi-elliptic springs are fitted in front, and the rear cantilevers are 48 inches long. The Straker-Squire is to be found at Stand No. 91 at Olympia.

Vauxhalls Again at Olympia.

The famous Vauxhall is at Olympia again this year, at Stand No. 61. For the coming year they inform me that they intend continuing their policy of concentration on two types of chassis only, viz., the 25-h.p. and the 30-98-h.p., of course, with a complete range of bodies suitable for every purpose. The Vauxhall has been too long a favourite car among that discriminating class of motorists who require a car with a high performance capacity to need more than a passing reference to its many good qualities. It may perhaps be usefully remarked that a great deal has been heard of the compara-

tively low standard of quality demonstrated by many post-war cars in comparison with their predecessors of 1914. Unfortunately, there is something in the complaint. There is no need now to discuss why this should be. The fact remains that it is so, and I may say that more than one car of the post-war type has come under my notice in which performance was most distinctly worse than that of cars of the same pre-war mark. But during the late summer (!) I had an opportunity of carrying out a lengthy road test of the 25-h.p. Vauxhall, and I made it out to be very distinctly in advance of anything of the same class Vauxhalls had turned out before. In speed, steady running, light steering, acceleration and braking power, it leaves nothing at all to be desired. At every point it is, in my experience and judgment, well ahead of its forerunners.



AT MESSRS. BROWN BROS.: A NEW THING IN MOTOR CLOCKS.



THE STRAKER-SQUIRE P.A. TYPE CHASSIS: A FRONT VIEW.

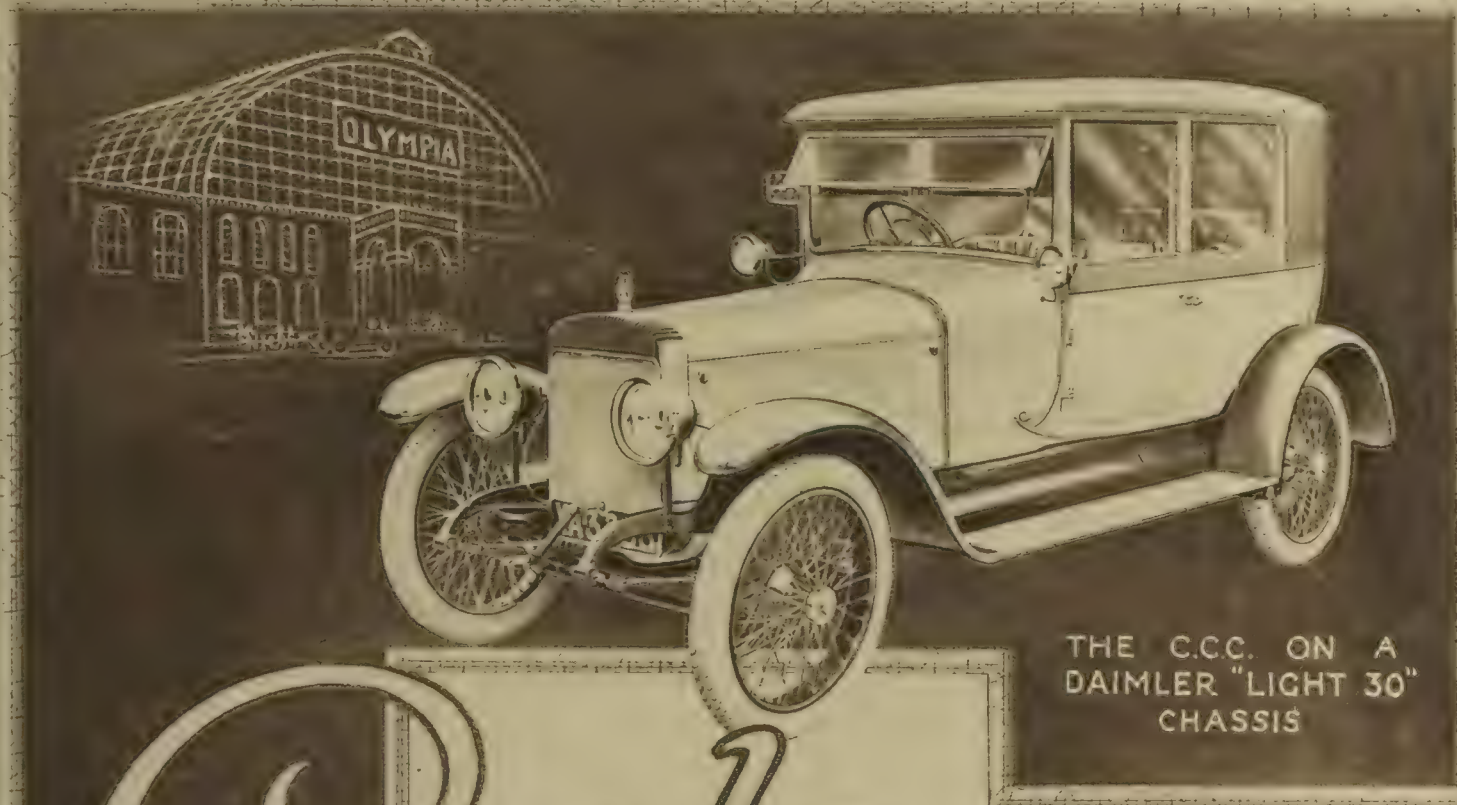
Four cars are exhibited. Two are of the 25-h.p. type, and include a Vauxhall-Windsor interior-drive limousine, which is quite a new type. It is very light in weight—only slightly heavier than the Vauxhall-Kington touring body, which itself only weighs about 6 cwt.—and is an exceedingly handsome example of the art of the coach-builder. The other "Twenty-Five" is a touring car of great distinction, in light blue with blue antique leather upholstery. This is an exceptionally well-looking car. A very striking car, too, is the 30-98-h.p. four-seater, with polished aluminium body and wings. The exhibit is completed by a handsome limousine on the 30-98-h.p. chassis. Altogether, the Vauxhall exhibit must be voted one of the most interesting in the Show.

Rustons from Lincoln.

A car of which I hear very favourable reports, though I have not had an opportunity of trying it for myself, is the Ruston-Hornsby, which is built by the famous Ruston engineers who have given their name to the car. The exhibit is at Olympia, at Stand No. 20. Two models are shown. The first is the 16-20 h.p., which is of 15.9 Treasury rating. It has an engine of the four-cylinder type, with bore and stroke of 80 and 130 mm. respectively. The larger model is rated at 20-25 h.p., the four-cylinder motor having dimensions of 90-by-140 mm., which on Treasury rating puts it at 20.1 h.p. Both models are more or less alike in their essential features. Cooling in both cases is by means of a circulating pump, the Ruston-Hornsby designers being among the few who have not adopted the cheaper, and in my opinion generally less efficient, method of thermo-syphon circulation. Transmission is through the conventional cone clutch and three-speed gear-box, with propeller shaft to live axle, the final drive being through helical bevel gears. Both are equipped with electric starting and lighting sets. In the case of the smaller car this



THE BLÉRIOT-SCOTT COMBINED GENERATOR AND ENGINE STARTER THE DEVICE AS FITTED TO A LIGHT CAR.



THE C.C.C. ON A
DAIMLER "LIGHT 30"
CHASSIS

Cole

Coachwork at Olympia

The Cole Coupé Cabriolet is the crowning achievement of the historic house of Wm. Cole & Sons, Ltd. It is the original, and still incomparably the most perfect all-purpose body. Opened and closed by a single spring action, it provides entire protection, or complete enjoyment of the open air, as the weather dictates. The "Cole-Imperial" series carries out, in each design, the spirit of the firm, and each body is a triumph of craftsmanship.

STAND No. 101

will display a "C.C.C."—to give the Cole Coupé Cabriolet its familiar abbreviation—on two chassis: a Daimler "Light 30" and a Charron.

The beautiful Cole Portfolio, showing the complete range of body designs in the "Cole-Imperial" series, may be had at the above Stand.

STAND No. 73 (Daimler Stand), will also display a "C.C.C." on a Daimler "Light 30" chassis, and

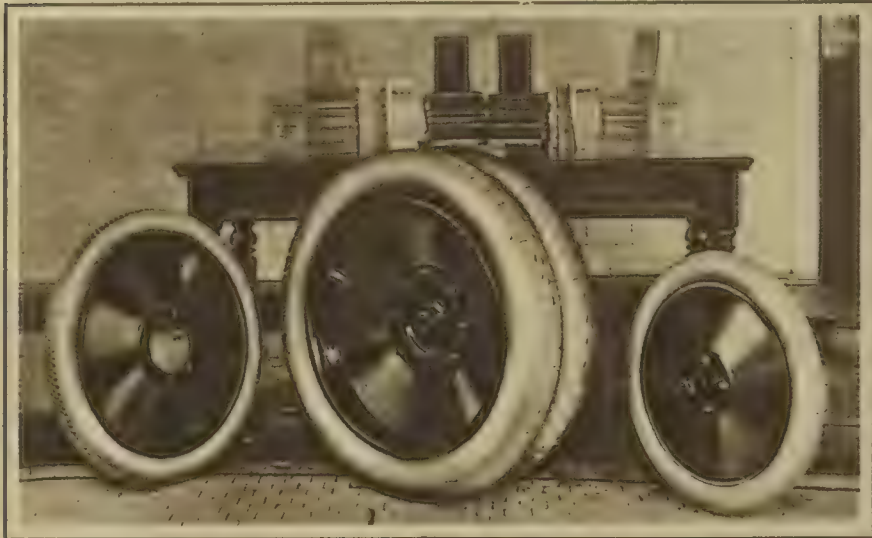
STAND No. 113 (Renault Stand), will show a "Cole-Imperial" 2-door Saloon on a Renault chassis.

Wm. Cole and Sons Ltd
235, Hammersmith Rd London, W6
Telephone Hammersmith 112-45

COACHBUILDERS TO THE ROYAL FAMILY
PRIZE MEDALLISTS PARIS 1867
LONDON 1862 1873

is by C.A.V., the Brolt system being installed in the 20-25 h.p. model. The five-seater touring car, with complete equipment, is priced at £650 for the 16-20, and at £750 for the larger vehicle. Both types are shown on the stand. In addition, there are exhibited two 20-25-h.p. cars, the one an interior-drive saloon, and the other an exceedingly neat type of interior-driven coupé. The exhibit is one that is well worth seeing by all who are interested in a car of quality at what, in these times, is really a very moderate price.

Michelin Tyres. An exhibit specially worthy of note is to be found on the Michelin Stand, No. 236 at Olympia. It is the new "Cable" cover, first produced by this company in December 1919. This cover has been a striking success from the first moment of its introduction. It has been proved by exhaustive trials to possess a quite remarkable resilience, while at the same time it is so supple that it is one of the most easily fitted covers on the market.



AT OLYMPIA: MICHELIN TYRES AND ACCESSORIES.

Its air capacity, too, is very large. The "Cable" is not offered as a low-priced cover, but the initial cost, slightly higher than that of the average cover, is far more than counterbalanced by its high qualities. This "Cable" cover, indeed, is a really unique achievement in the tyre-making

industry. There is also to be seen here the Michelin wheel. This novel type of wheel, with its solid steel disc, was introduced last year to the British public, but in France it was extensively used before the war. When the war came, every available wheel was absorbed for work in the war area. They were in demand for touring cars and lorries on all the war fronts, and were found everywhere of supreme value. These Michelin wheels are remarkably easy to fit and to detach, and the adoption of similar hubs for a whole series of wheels of various sizes secures a very valuable interchangeability. The Michelin wheel is fixed in a very ingenious way to the hub. The nuts securing it are so formed that the rotation of the wheel tends to tighten the bolts so that they cannot possibly work loose, as happens in some types of wheel. The company stock hubs for all the most popular cars, and are glad to supply full information and drawings for the conversion of any one of the well-known types of car in use in the country.

C.A.V. Novelties.

Messrs. C. A. Vandervell and Co's exhibits on Stand No. 160 at Olympia will prove of exceptional interest to motor-owners and manufacturers alike, as, in addition to their popular standard equipments, they are exhibiting this year several entirely new products which will materially assist the manufacturer in his production, and the private owner by reason of increased service. Of foremost im-

portance is the combined lighting and ignition set which will be produced for every class of vehicle from the small 90-deg. air-cooled engine to the largest commercial type. Many of such sets have now been in use for some time past, and the entire satisfaction which they have given has



A NEW C.A.V. HEAD-LAMP: THE LIGHT CAR "D.H." MODEL.

established their reputation firmly in the opinion of the public. After a lapse of two or three years the C.A.V. sparking plug now reappears both with mica and porcelain insulation and applicable to all types of British, Continental and American engines. Great attention has been paid to the light car side of the business, and very attractive small 6-volt sets have been produced which will be seen extensively on the 1921 products of several firms. The new round type dynamos of 12 and 6 volts will constitute a departure from the standard rectangular models, though, of course, these will still be manufactured. Regarding the small electrical accessories, an entirely new range of interior, dash and inspection lamps has been designed, and surpasses anything hitherto produced in this direction. These latest additions to the C.A.V. standard products are sure to create a large amount of interest.

The Dutch Spyker.

Holland produces a single car which is known in this country, the Spyker. I am not certain but that it is actually the sole representative of Dutch engineering so far as concerns the car. Be that as it may, the Spyker is a car which before the war made quite a considerable vogue for itself in England, chiefly because, while its makers eschewed the unconventional, it was a car which

*As near Perfection
as is possible*

"One expects a good deal from a car with the reputation of the MORS, but I certainly did not expect to find it as good as it is. Indeed, I found the MORS to be as near an approach to the perfect car as is possible."

MAJOR W. WHITTALL in
The Lady's Pictorial.



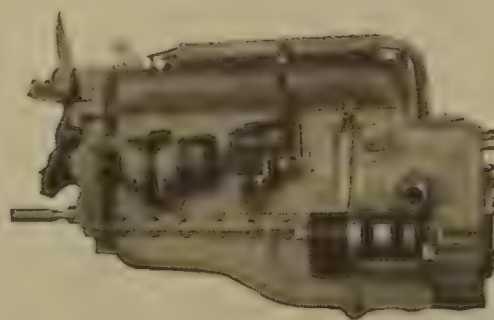
The New 20 h.p.
SILENT
SLEEVE VALVE

MORS

Sole Concessionaires for Great Britain and Colonies:
MALCOLM CAMPBELL, 27, Albemarle St., W. 1
(London) Limited Tel. Gerrard 3376



SPYKER



The Spyker Six-cylinder Engine (95 m/m. by 135 m/m).

"GRIP"

The brilliant design of the new Spyker 30-40 h.p. Car, demonstrates an unusual grip of the problems of highest class motor construction.

This Car is definitely intended to be the Best Car in the world, and every legitimate means will be taken to prove publicly that that object has been attained.

In point of all the desirable attributes of a modern motor vehicle, the 30-40 h.p. Spyker is INCOMPARABLE.

THE BRITISH SPYKER CO., LIMITED,
33, Duke Street, St. James's, London, W.1.

Woodwright.

The PROMISE REDEEMED.

"No one except an Idealist ever gets Practical Things done."

THIS is not the *ipse dixit* of a Professional Cynic—it is a hard fact which is daily justified in the strenuous World of Commerce.

Something less than two years ago a small group of enthusiasts adopted an Ideal—and promptly set about materialising it. And, like all Idealists, they struck some conspicuous Bunches of Trouble. Unlike most Idealists, however, they had had experience—it is notable that stonemasons never chase after the Philosopher's Stone and that Apothecaries sell the Elixir of Life only as a proprietary Patent Medicine—they expected trouble of one kind or another, and they had a shrewd idea how to deal with it when it came along. It is possible to be an Idealist without being a Perfect Fool.

Lots of people told them that they would make an Awful Hash of Things. They replied that they knew that was the case—and carried on.

Other people came forward and told them that they were the most wonderful Creatures on Earth. They said that they were aware of that, too—and carried on.

Still others, the wiser sort, neither asked silly Questions, nor got in the way, but came to the conclusion that this Ideal was a Pretty Good Thing at the Price—and placed Orders for it. To them the Idealists made certain Promises, which also, were not carried out for one simple reason, that they could not foresee what could not be foreseen. Strikes and multitudinous other Industrial Disturbances were, as the Yorkshireman, who *thought* he could play the Piccolo, remarked to the Musical Conductor who had engaged him, "a bit of a suck-in for all of us." But still they carried on.

And they carried on to such good effect that their Ideal became an Accomplished Fact. It has become a thing of Mark, it has become a recognised Standard, and it has stood the Test of Time.

The Angus-Sanderson Car did not, like a Butterfly, emerge perfect from its chrysalis. It had to be altered here and touched up there—the fact is cheerfully admitted: for there is a Proper Prejudice against the miraculous

—until every fault had been eliminated. But fundamentally the Idea was Right, the manner of carrying it out was Right, and the Car was, and is, Right.

It was objected that you could not build one part of a car in one Factory and another part in another. The thousands of Angus-Sanderson cars now doing good service on the Roads and delighting their owners in all countries, is conclusive proof that this is not only a good Way to build cars, but the *Only* Way to build cars economically.

The Co-operation of Specialists means, to telescope two adages—"The Best of Everything," and "Everything in its Place."

It is this Principle of Construction that has enabled the Angus-Sanderson—a Post-War Car at a Pre-War Price—to beat, in spite of every deniable attribute, cars costing twice the money.

The Angus-Sanderson is a Quantity-Production proposition; always has been, always will be. It is amongst the few, the very few, British cars that have "gone abroad" and successfully reinstated British Prestige, for you can-

not have good, cheap cars "at home" unless the Overseas Markets are also exploited.

But Quality-Production can have an intelligent Elasticity, and in the Angus-Sanderson the Type remains the same; but there have been Detail Improvements which will be welcomed. Independent and adjustable front seats, aluminium bonnet, and aluminium instrument board, are cases in point. It is a thoroughly "finished" car, lacking nothing that Modernity can demand in any vehicle, irrespective of Price.

It is the proud claim of Sir William Angus, Sanderson and Co., Ltd., that their present output of 100 cars per week is the fruit of what has been from the beginning a Private Enterprise. As idealists, they had faith in their Ideal, and in their own ability to realise it. Deliveries have been later and slower than was expected—*peccavimus*—but the Ideal in this direction, too, will ultimately be attained.

The main point is that the Promise has been Redeemed.



The 1921 Angus-Sanderson 14-h.p. De Luxe.



**Sir William Angus, Sanderson
& Co., Ltd.**

BIRTLEY - - - Co. DURHAM.

London Showrooms:

33, NEW BOND STREET, W 1.

manifested considerable painstaking attention to detail, allied to sound practice. A completely new six-cylinder model is shown at the White City, and is certainly a very fine example of design and sound construction. In many ways it is really a notable car. Its makers say that they are endeavouring to turn out a car which shall be second in quality and performance to none in the world. This is certainly an ambitious programme on which to embark, but its accomplishment is nevertheless possible even when we remember how many exceedingly fine cars there are which come very near indeed to deserving the appellation of the world's best. But, as I say, it is possible to improve even on the best, for the reason that there is no finality in anything, let alone automobile design. I should hesitate to say that the Spyker Company has succeeded in its aim. In fact, my opinion is that it has not. But on its design and its appearance its car is certainly far up in the front ranks of automobiles. It is a very fine car indeed, and I am looking forward with keen interest to the time when I can try it out on the road and see for myself how far its makers have gone in their effort to achieve distinction. I am satisfied they have gone a long way, so it will be the more interesting to see precisely how far. Apart from this, I advise every student of design on no account to miss seeing a chassis which is one of the most notable of the year.

The Famous Dunlop Mark. Dunlops are at Olympia, at Stand No. 221, where every type of pneumatic made by them is exhibited. The most interesting of the group are the "Magnum" and the new straight-sided cord tyres, which are both becoming very popular. As a matter of course, every visitor to a motor show pays respect to Mr. Dunlop, who gave to the world the first pneumatic tyre, and

the company which bears his name now gives it the latest and unquestionably the best. It marks a tremendous stride from the "pudding" tyre of the far-off bicycle days; it marks, in fact, the beginning of a new era, for the giant pneumatic has been brought into the service of the heavier transport vehicles and will work something akin to a revolution in their development. At the recent commercial motor

satisfaction since their introduction a year ago, remain on the list, which holds something for all classes of tyre-users.

Rims, wheels and accessories made by Dunlop Companies are fully represented, the wheel display including wire, wood, and pressed steel wheels, a corrugated disc wheel, and a combination disc and wire wheel. No assurance is needed that what is Dunlop-marked is the best obtainable.



TAKING A STIFF HILL: THE FAMOUS 25-H.P. TALBOT.

show the Dunlop exhibit was the most thronged in the tyre section, and the great variety that attracted the attention of business people will be no less fascinating to the owners of passenger cars.

The straight-side cord tyre, made in all standard sizes, is a moulded type with special rubber non-skid tread, and is built on Dunlop multiple cord casing. Light car tyres of the "Magnum" type are now offered in British standard sizes. Other "Magnum" patterns which have given entire

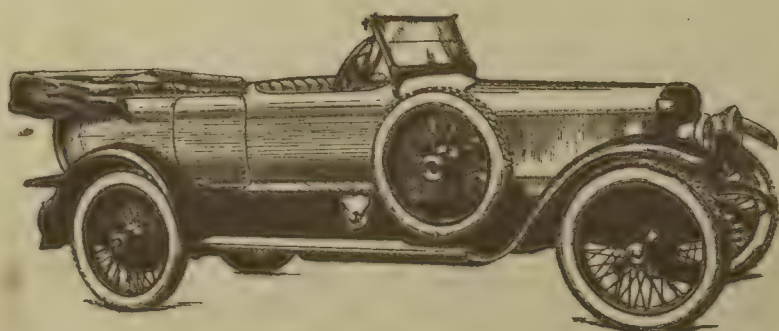
particular quality. But, as one swallow does not make a summer, so one or even several good qualities do not make the perfect car. To achieve the latter there must be no *bad* points, and in the light of our present knowledge of cars and of automobile construction, I hold that the Rolls-Royce comes nearest that desirable state of relative perfection. As to the present exhibit at Olympia, in view of the strike in the coach-building trade, this has had to be rearranged at the last moment, and, through the kindness of

Rolls-Royce Artistry.

The Rolls-Royce exhibit, which

will be found this year on Stand No. 117 at Olympia, is ever a joy to the student of artistry in design and meticulous accuracy of construction. For long I have been an admirer of Rolls-Royce methods, and even before the war I was convinced that the car stood right at the front of the world's automobiles. Experience in the war, however, very vastly enhanced the good opinions I had always entertained of the car, and convinced me that as a consequence of actual comparison of performance, and the most absolute reliability under the most arduous active service conditions imaginable, it stands alone in a class apart. In paying this tribute to the Rolls-Royce I do not by any means lose sight of the fact that there are many other very fine cars, some of which indeed may even excel the Rolls-Royce in some

Daimler



A Daimler "Light Thirty" phaeton car.

**MOTOR EXHIBITION
STAND 60 AT OLYMPIA**

THE Daimler Company, Ltd., beg to announce that they have decided to retain their present catalogue prices on all deliveries effected until further notice.

On unexecuted orders and for further orders taken for current types, the present catalogue prices will, if required, be confirmed upon application to the Company.

CHASSIS PRICES:

Daimler "Special," 45 h.p., 6 cylinders, £1,450
"Standard Thirty," 30 h.p., 6 cylinders, £1,150
"Light Thirty," 30 h.p., 6 cylinders, £1,125

A complete car of each type is exhibited at Olympia

The Daimler Company, Ltd., Daimler Works, Coventry.



IT'S breed that counts, and in the race for long mileages Clinchers are easy winners.

Clincher Tyres are made correctly from beginning to end. You can select your exact requirement from the Clincher selection, Clincher Cross, Ribbed, Grooved and Steel Studded.

Buy tyres that "stay" the distance—

“**CLINCHER**”
NORTH BRITISH
REGD TRADE MARK

Motor TYRES

The North British Rubber Co., Ltd.,
Edinburgh. London & Branches.

GOLFERS!

To get more enjoyment from your game, play a "Clincher Cross" Golf Ball.

MOTOR SHOW—OLYMPIA
STAND 223



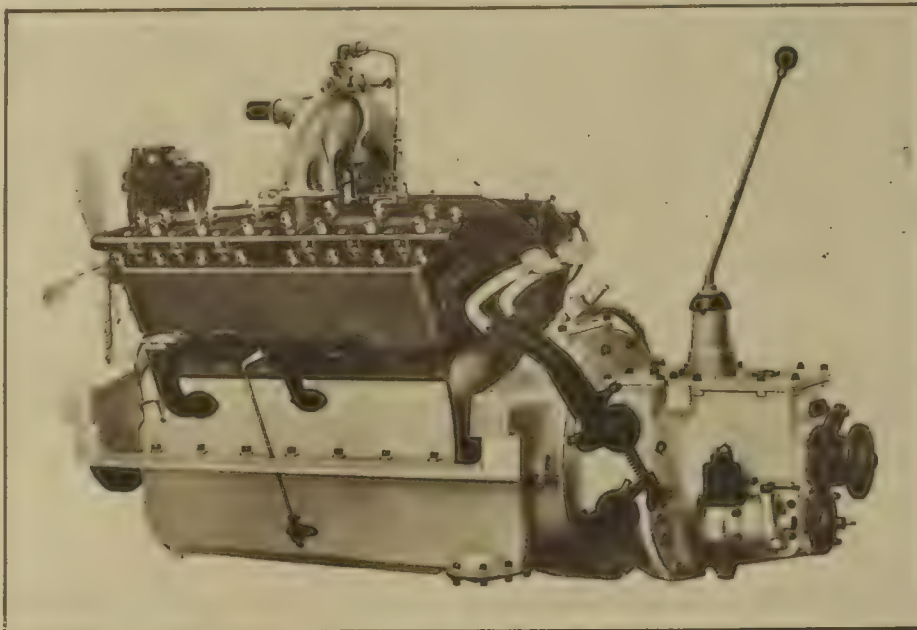
some of their customers, the company are able to show three cars, two of which closely resemble those they had originally intended to exhibit. These are (1) a limousine by Messrs. Barker and Co., of a design known in Paris as a coupé-de-ville, painted dark grey with black mouldings and black domed wings; the seating accommodation provides for two comfortably on main seat, and two on extra seats, which fold under floor when not in use; a detachable extension covers the front seat. (2) An enclosed cabriolet by Messrs. Barker and Co., painted grey with black mouldings and black domed wings; the seating accommodation provides for two comfortably on main seat, and two "arm chair" type seats in front. (3) An open touring car, painted yellow with black valances and black wings, and upholstered in red leather; seating accommodation for four, including the driver.

The chassis are of the latest type, and do not differ in any respect from those it had been intended to exhibit. It is now well known that the policy of the Rolls-Royce Company does not provide for the production of a model of entirely new design at any particular period in each year, and, further, that the Rolls-Royce Company's productions are not known as "1920 models," or "1921 models," etc. It is their endeavour continually to improve their chassis as soon as any improvements which are considered desirable, and which have passed the usual severe endurance tests, can be put into production. The Rolls-Royce chassis has now reached a state of perfection never before attained. The quality of the materials used is superior in most parts of the chassis to those used before the war, and in no instance is any material inferior to that used before the war. Tests which are now imposed upon all material in the Rolls-Royce chassis are of so severe a nature that material which before the war was passed as satisfactory is now condemned by these additional tests, and material of better quality is obtained. There is, as is doubtless well known, still only one model of

Rolls-Royce chassis—namely, the 40-50 h.p. with 6-cylinder engine.

The Packard Twin-Six.

Time was when we scoffed at the American car as being something not fit to be mentioned in the same breath as the products of even the second-rate constructors of Europe. That day has long gone by, and now we have to admit that there are cars which come to us from across the Atlantic which can challenge comparison with the



THE PACKARD "TWIN SIX" ENGINE AND GEAR-BOX: A SIDE VIEW.

best, no matter what their country of origin. As a matter of literal truth, it must be confessed that the American designer has in more than one detail given a lead which the automobile world has found itself compelled to follow. One need only mention such details as electric lighting and starting to point the moral. Among the best that come from America the Packard has long held a leading position. Indeed, there are many good judges who give it as a considered opinion that it is quite the best American car there is, which is to say that it is one of the world's leading automobiles. As to that, it is obviously impossible for me to pass

a final judgment. There may be better cars built in America, but if there are they have not come my way. It is not so many weeks ago that I gave in these pages an impression of a trial of the Packard "Twin-Six," in which I endeavoured to convey to the reader the wonderful flexibility and the beautiful smoothness of running of a twelve-cylinder car with a speed range of from two to over seventy miles an hour on top gear. The experienced motorist will not need to be told more about the car than is conveyed by such a speed range, except that I might add that all other qualities were in the same ratio of performance.

The Packard exhibit will be found at the White City, at Stand No. 312. Owing to the coach-builders' strike, it is not possible to say at the moment of writing whether it will be possible for the whole exhibit to be staged, but it is certain that at least two examples, possibly three, of the "Twin-Six" will be on show. It is also just possible that there will be a new six-cylinder model, which is to be known as the "Single-Six." I have spoken of details in which the American designer has given a lead to the rest, and there is one feature of the Packard to which attention may usefully be drawn, inasmuch as it is quite unique in motor-car practice. This is a device known as a "Fuelizer," the object of which is to overcome some of the difficulties which arise when using modern fuels of unsatisfactory density, or which may arise with the class of fuel we may expect to have to use in the future.

The Packard twelve-cylinder motor is one of the "V" type, with the carburetter in the centre of the "V," and a branch inlet-pipe from the carburetter to blocks of cylinders on either side. This inlet-pipe is divided into twin pipes, and through the lower pipe gas is sucked from the carburetter to the cylinder ports. At the top of the upper pipe is a small chamber containing a sparking-plug, with a window opposite it through which the spark between its extra wide points can

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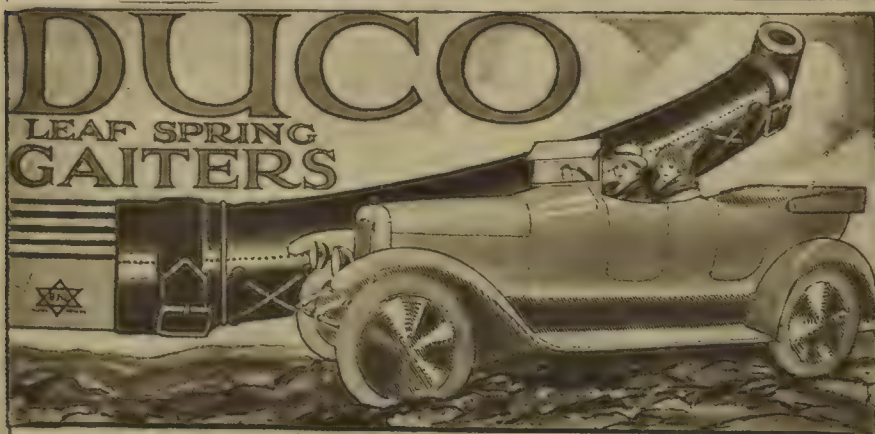
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Four-Seater Coupé All-Weather Model	£825	£685
Chassis	£450	£400

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be observed. On the right-hand side of the carburetter is a small auxiliary carburetter, which in design resembles more the ordinary slow-running device, in that it contains a jet which can feed only at a certain rate of flow. This small auxiliary instrument is connected to the chamber containing the sparking-plug by an external copper pipe, and the sparking-plug itself is supplied with current through an additional coil.

At points above the throttle two small holes are drilled in the inlet-pipe. When the engine is started and runs slowly, mixture is sucked to the cylinders from the slow-running portion of the main instrument, and also from the auxiliary carburetter, into the chamber containing the sparking-plug, and round the outer portion of the inlet-pipe. A spark occurs at the plug and fires this mixture, although it is at atmospheric pressure, so that the external pipe is full of burning gas. Some of this gas is sucked through the two small holes into the main inlet-pipe, but the holes are of such diameter that the mixture is not sufficiently hot to fire the gas passing to the cylinders, although still retaining considerable heat, which it imparts to the mixture. By this means the whole instrument very rapidly attains a high temperature, which is the result aimed at by the designer. After the throttle has been opened to a certain extent, the auxiliary carburetter is unable to supply sufficient fuel, wherefore the entire device ceases to operate, enough heat being imparted to the carburetter through the ordinary jacketing from the exhaust-pipe or water-circulation system. Owing to the intense

heat developed by the burning gases, the carburetter and inlet-pipes are warmed more rapidly than would be the case were exhaust gases or jacket water alone used, particularly when a cold engine is being started, since the heat given to the inlet-pipe does not depend on the time taken for the jacket water or exhaust system to become hot. With an engine fitted with this combustion heater, it is claimed that greater fuel economy results, owing to the improved performance of the entire car, as a result of better vaporisation. The device permits the use of paraffin on a twelve-cylinder Packard engine at moderate road speeds, and with this fuel practically the same result has been obtained as when petrol is used. As designed at present, the device does not allow starting on heavy fuel. It is claimed also that, since at the present time we are often dealing with petrol which refuses to vaporise properly at ordinary temperatures, an appreciable amount is deposited in a liquid state on the sparking-plug, with detrimental effects to the latter. Further, when fuel is introduced to the cylinders in a practically liquid state, a great deal of it passes the pistons, and, mixing with the oil, destroys its lubricating quality.

Harvey Frost
and Co., Ltd.

The well-known inventors of the H.F. process of tyre preservation and repair are showing a range of vulcanisers and complete vulcanising equipments. Motorists, and those who cater for them, should inspect the latest model

of the popular H.F. "Baby" vulcaniser, as well as the larger complete equipments for private garages. Garage proprietors and traders generally will find the H.F. self-contained workshop plants worthy of careful notice. There are types suitable for all needs, and designs have been brought right up to date. The workshop models include appliances for dealing with a limited number of repairs only or the work of the largest tyre repairing shops. Owing to restricted space, the H.F. self-contained re-treading plants cannot be shown, but full particulars are available. Latest devices for adding to efficiency are exhibited, and particular attention is drawn to those which deal with the repair of all rubber non-skid treads. Among the newer types of vulcaniser is the H.F. "Metaprezz," a self-contained appliance for repairing deep cuts in solid tyres without removing them from the wheels. The H.F. hand tools, and samples of the H.F. vulcanising materials, should be inspected, the latter including the H.F. "Plastene," "Saflex," and H.F. "Metalzene," a new moulding material for dealing with tread repairs. Appliances and materials for miscellaneous purposes other than tyre work have not been overlooked. Messrs. Harvey Frost and Co. are making a particular point of the quality of repair work secured by the H.F. process, and attention is drawn to the H.F. register of recommended tyre repairers which has been instituted in the interests both of the motoring public and the trade. Their Stand, No. 180, is in the gallery at Olympia. W. W.

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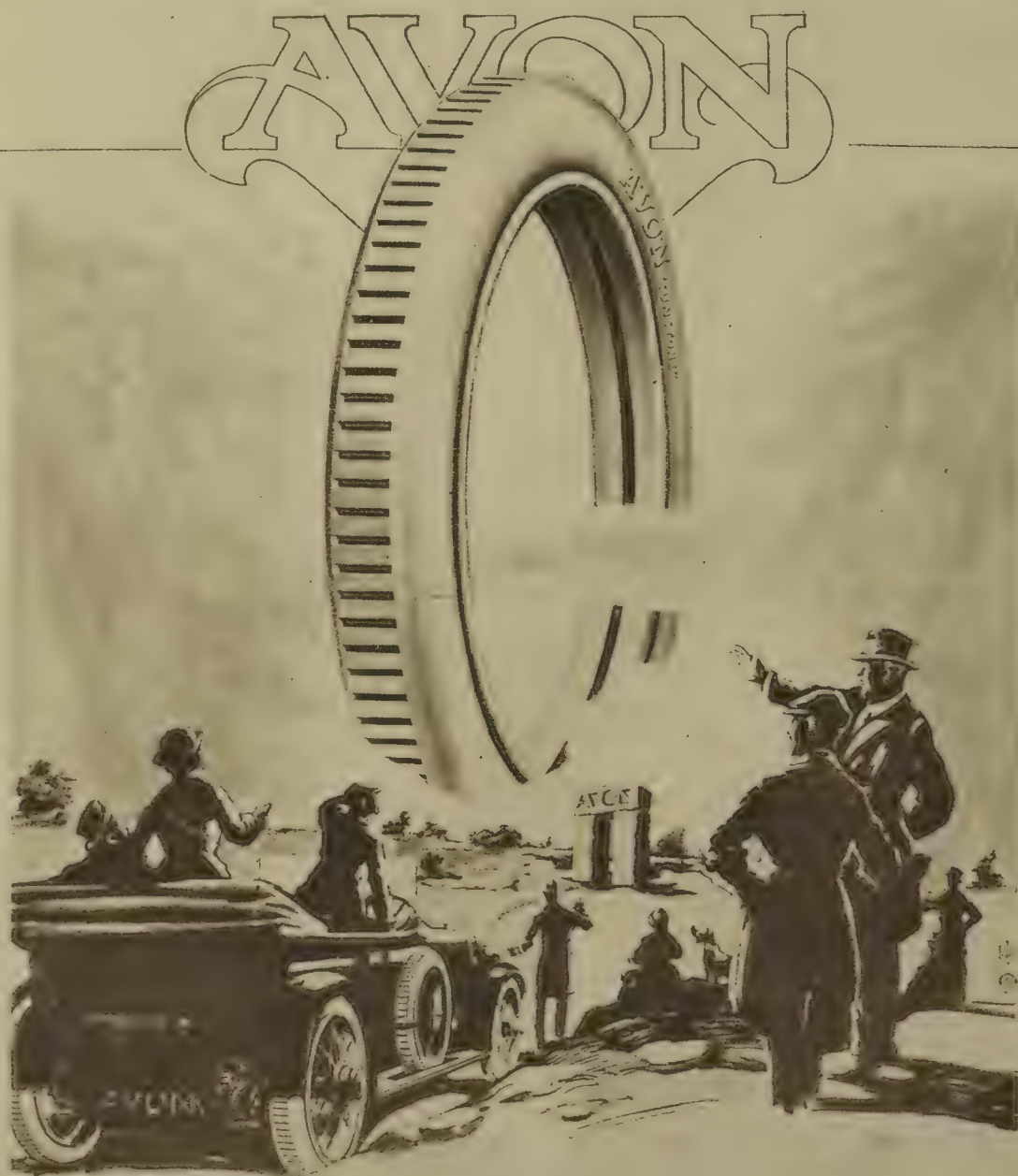
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The Times Armistice Day Section

No. 42,565.

LONDON, THURSDAY, NOVEMBER 11, 1920.



ALLIED LEADERS WHO HELPED TO WIN THE PEACE.



VISCOUNT FRENCH OF YPRES.
Commander-in-Chief of the British Expeditionary Forces in France, 1914-15.



GENERAL J. J. PERSHING.
Commander-in-Chief of the American Expeditionary Forces in Europe from June, 1917.



THE LATE LORD KITCHENER.
British Minister of War from 1914 until lost in H.M.S. Hampshire in 1916.



EARL HAIG OF BEMERSYDE.
Commanding 1st Army, 1914-15; Commander-in-Chief of the British Expeditionary Forces in France and Flanders, 1915-19.



HIS MAJESTY THE KING.



MARSHAL FOCH.
In command of 9th French Army, 1914; Chief of French General Staff, 1917; Generalissimo of the Allied Forces from April, 1918.



EARL BEATTY.
Commanding 1st Battle Cruiser Squadron, 1914-16; in command of the British Grand Fleet from 1916.



VISCOUNT JELlicoe OF SCAPA.
In command of the British Grand Fleet, 1914-16; 1st Sea Lord, 1916-17; Chief of Naval Staff, 1917.



VISCOUNT ALLENBY.
In command of Cavalry, 1914; Commander-in-Chief Egyptian Expeditionary Forces, 1917-19.



THE LATE LORD FISHER.
First Sea Lord of the British Admiralty, 1914-15; Chairman of the Inventions Board, 1915.



MARSHAL JOFFRE.
Chief of French General Staff, 1914; Commander-in-Chief of the French Armies, 1914-16.

1



At The Abbey Gate.

Stay—Who goes there?
A friend—
What friend—Whence come you?
From a dark cave beneath a ruined street.
Oh friend, where fare you?
Why would'st thou pass further?
To lay my heart down at our Mother's feet.
Whom call you Mother?
England—Nelson's; thine;
Her whom we proudly serve, in life, in death—
Her do I guard, friend—
Can'st thou also serve her?
Aye, when they fail her who do yet draw breath.
Who art thou, friend, then?
I was—and am *No One*—
No name is ours—An unknown host are we.
Pass on, brave spirit.
Oh, 'tis Christ that passes
In thee, poor soldier, who didst die for me.

C. J. D.

(From "The Times," October 26, 1920.)

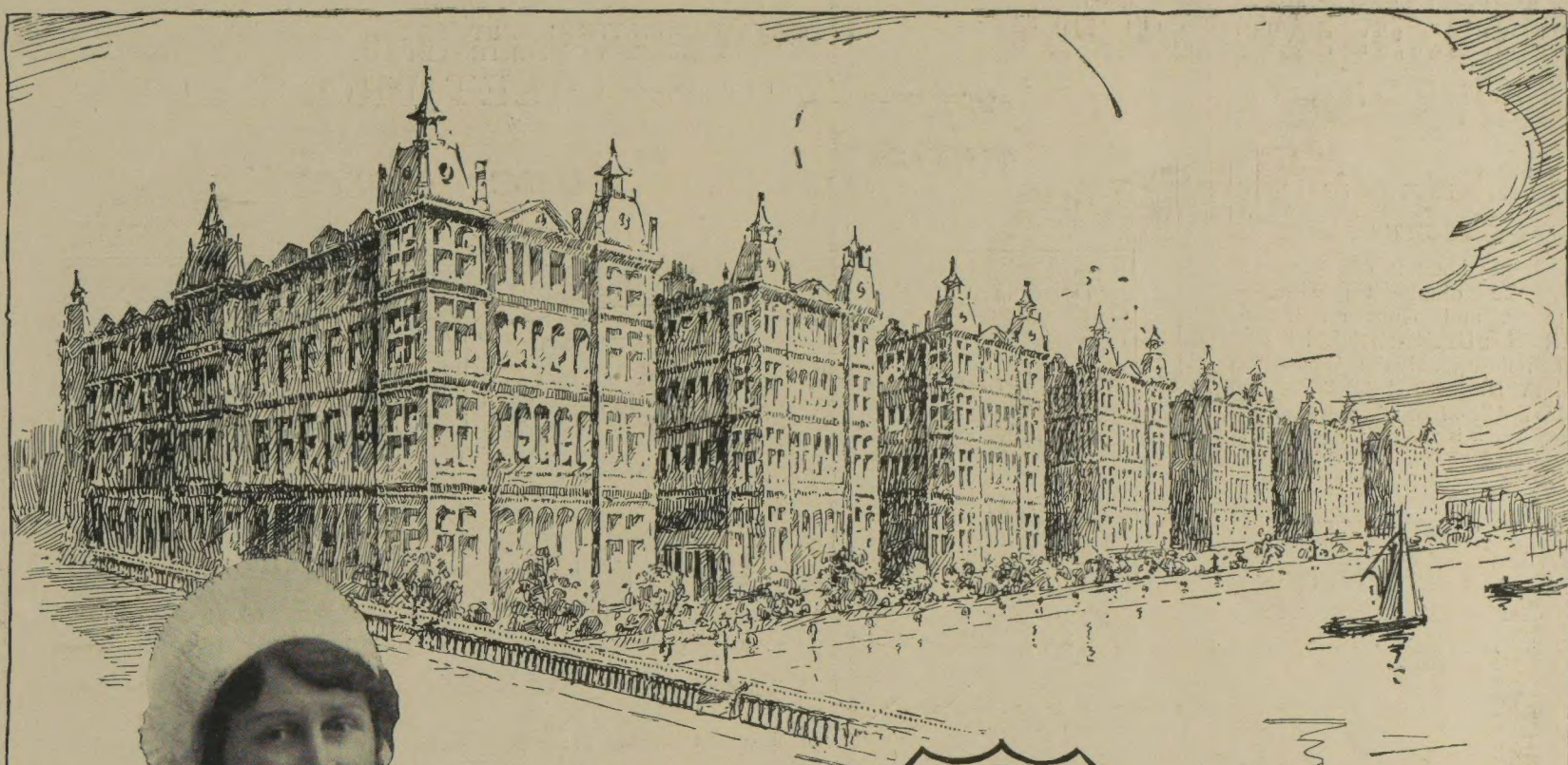


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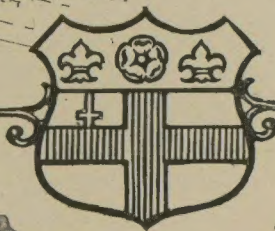
(1) THE LOWLY GRAVE: The King (marked with a cross), during one of his visits to the Western Front, at the battlefield grave of one of Britain's great unknown.
(2) WITH HIGHEST HONOURS: Members of the Forces at the site (x) in the Nave of Westminster Abbey chosen for to-day's reburial of an unknown British Warrior

THE GREAT SILENCE.

The impressive scene at the temporary cenotaph as the public stood during the two-minutes' silence on the first anniversary of the Armistice.



GREAT HOSPITALS.



(No. 4)

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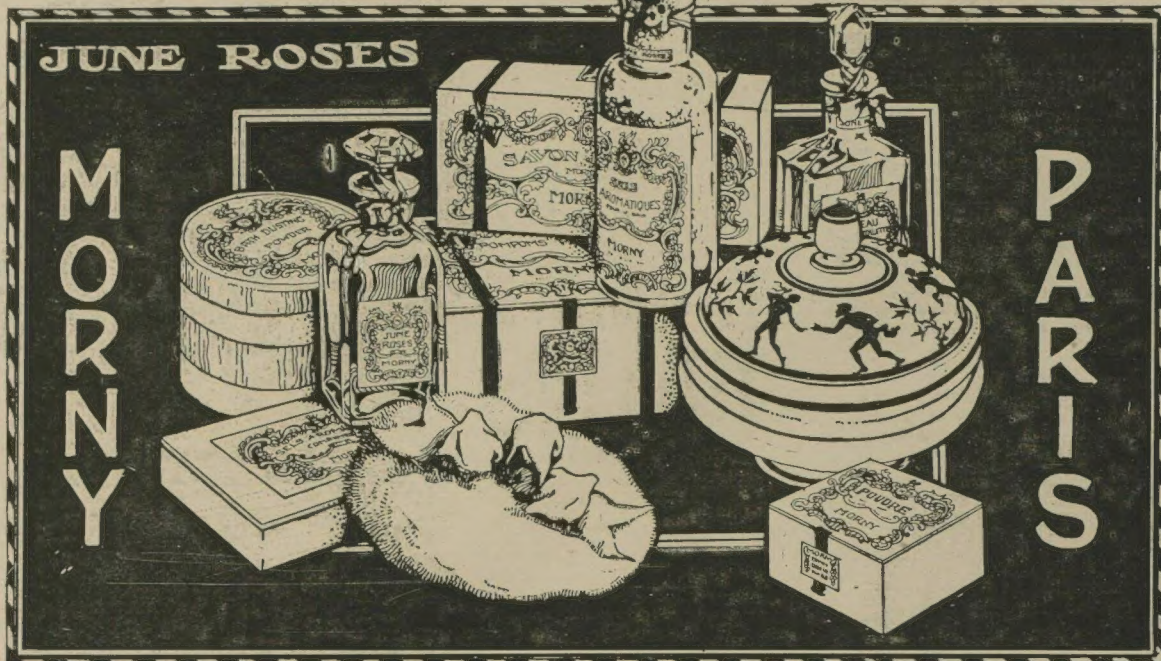


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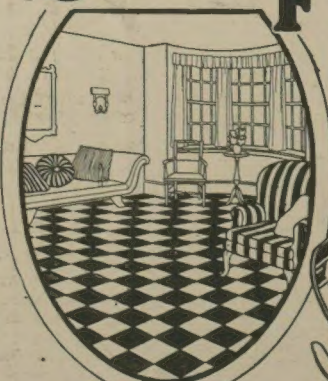
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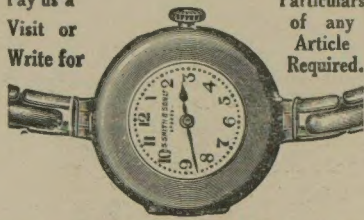
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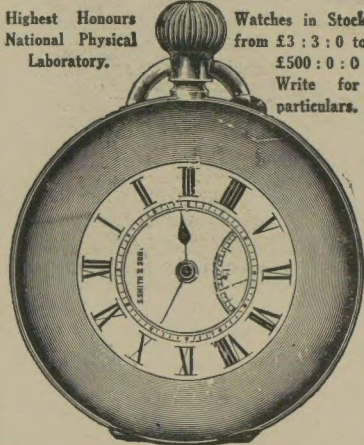
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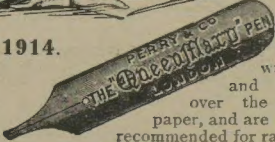
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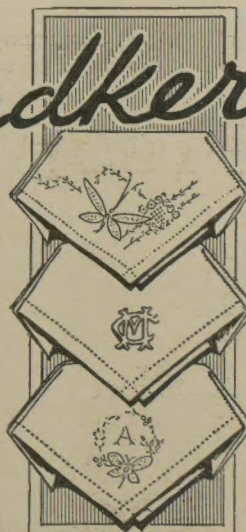
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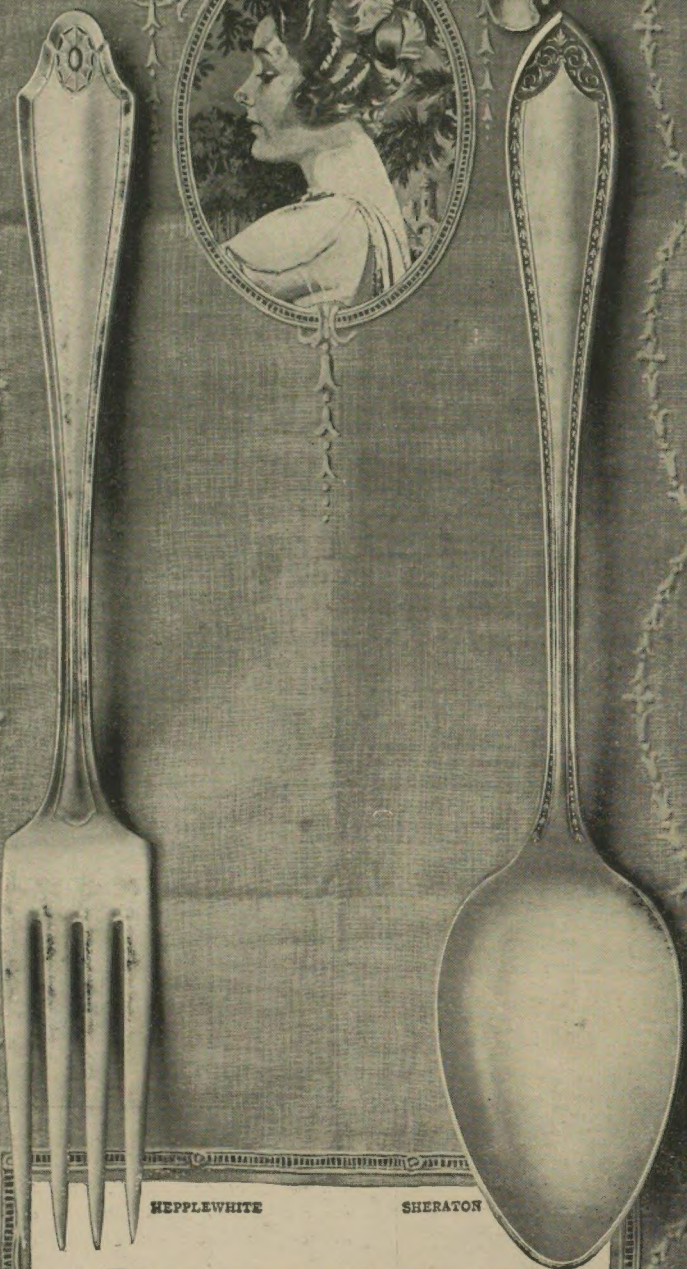
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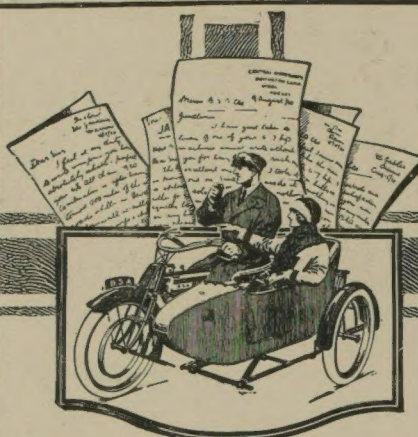
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